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POWERS' POLICY OF DRIFT ON FAR EAST ISSUE

Mr. Quo Tai-chi Says Positive Action is Now Needed

THE TRY-PHOON

PASSES SOUTH AT 6 A.M.

A MILD "BLOW"

SQUALLS AND RAIN TO CONTINUE

Hongkong was fortunate in escaping a bad "blow" from the severe typhoon, which passed well to the south of the Colony this morning.

Strong easterly winds, with rainy and squally weather, are still expected, however, though it is anticipated that these will moderate during the course of the day.

Mr. C. W. Jeffries, Director of the Royal Observatory, informed the *Telegraph* this morning that since 2 p.m. yesterday the typhoon moved much slower than anticipated—probably no faster than five miles an hour.

GAP ROCK CYCLONE.

The wind reached gale force at Gap Rock at 10 o'clock last night, and in Hongkong at midnight. Gap Rock reported typhoon force at 3 o'clock this morning.

It is estimated that the typhoon passed within 70 miles south of Gap Rock between 6 and 7 o'clock this morning.

The minimum barometer reading in Hongkong was 29.42 and at Gap Rock 29.34. The highest squall velocity attained in Hongkong was 79 miles per hour, at 8 o'clock this morning.

VERY MILD "BLOW".

The "blow" experienced in the Colony was, indeed, very mild, though it lasted for over ten hours, beginning to work up round about ten o'clock last night and dying away soon after the fiercest gust of the gale, eight o'clock to-day.

No serious damage of any kind is reported. Even the trees escaped, losing far less of their foliage than was expected in such a prolonged disturbance. The typhoon, in fact, tried very hard without success.

RACE MEETING OFF

On account of the inclement weather, the Race Meeting fixed for this afternoon will not take place.

NAVAL VISIT TO VARNA

CRUISER SQUADRON'S PROGRAMME

London, Sept. 16. The Third Cruiser Squadron from the British Mediterranean Fleet, composed of the cruisers Curacol, Calypso, Ceres and Curfew, with the submarine Rover, under the command of Rear-Admiral F. L. Tottenham will pay a visit from September 17th to 23rd to the Bulgarian Naval Base at Varna, where King Boris and the Queen are now in residence. A liberal programme of entertainment, including swimming competitions and boxing and football matches, is being prepared for the visitors.

A party of officers and members of the crew, including Admiral Tottenham, are expected to visit Sofia for three days.—*British Wireless*.

MAURICE TATE

LIKELY TO JOIN TEAM AT TOULON.

London, Sept. 16. It is considered possible that Maurice Tate will be able to travel by the overland route next Thursday and join the M.C.C. team when their boat reaches Toulon.



Baron von Neurath.

GERMANY'S CLAIM TO ARMS EQUALITY

NOT TO BE REPRESENTED AT DISARMAMENT PARLEY

Geneva, Sept. 16. Germany has every intention of acting up to the letter of her recent *aide-memoire* to France in the matter of attending the resumed meeting of the Disarmament Conference, it was revealed at Geneva to-day.

The text is published of a letter from Baron von Neurath, the German Foreign Minister, addressed to the President of the Disarmament Commission, Mr. Arthur Henderson, confirming Germany's inability to participate in the Conference until her claim to equality has been recognised.

The German Government will, however, follow the deliberations of the Conference with interest and will determine its further attitude by the course the conference takes.

GERMANY AND FRANCE.

Reuter's Berlin correspondent meanwhile, cables that Germany does not propose to reply to the French Note rejecting Germany's claim to equality of armaments.

Responsible quarters, observing that further exchanges of Notes are not likely to bring a solution of the problem any nearer, declare that Germany is ready to initiate verbal diplomatic negotiations and has informed other governments to this effect.—*Reuter*.

MR. HENDERSON LEAVING FOR GENEVA

London, Sept. 16. Mr. Arthur Henderson, President of the World Disarmament Conference, will leave for Geneva to-morrow afternoon to attend the meeting next week of the Bureau of the Conference.

Sir John Simon, who will head the British Delegation at the meeting, leaves London for Geneva by air on Tuesday.—*British Wireless*.

BITTER FEELING IN SHANGHAI

ANOTHER CRITICAL DAY TO-MORROW

LITTLE OR NO FAITH IN GENEVA

(SPECIAL TO THE "TELEGRAPH.")

SHANGHAI, Sept. 17. JAPAN'S FORMAL RECOGNITION OF MANCHUKUO, THOUGH IT HAS BEEN RECEIVED WITH UMINIATED BITTERNESS, PASSED OFF WITHOUT THE VIOLENT DEMONSTRATIONS EXPECTED. ANOTHER HURDLE REMAINS, HOWEVER, TO BE CLEARED, NAMELY, SEPTEMBER 18, THE ANNIVERSARY OF THE JAPANESE OCCUPATION OF MUKDEN.

It is possible that the pent-up feelings of the ultra-patriots may give way, but various precautions are being taken, such as the banning of mass meetings and demonstrations and it is hoped that these steps will have a salutary effect.

Although there is talk of military action in some quarters, all eyes are once again turning towards Geneva, though it cannot be said that the general feeling is optimistic.—*Reuter*.

MR. QUO TAI-CHI NOT GERMAN SUSPICION OF HOPEFUL

To Assist W. W. Yen at Geneva

London, Sept. 16. Dr. Alfred Sze, the former Chinese Minister to Britain, left for the United States yesterday.

Mr. W. W. Yen, the Chinese representative on the League Council, who has been in London for the past week, in the course of which he has discussed the developments in Manchuria with Mr. Quo Tai-chi, the Chinese Minister in London, leaves for Geneva this morning in order to prepare for the meeting of the League Council.

CHINA AND GENEVA.

Mr. Quo Tai-chi is himself travelling to Geneva for the deliberations on the Lytton Report and the Sino-Japanese situation, on Tuesday next week.

In an interview with Reuter's representative to-day, Mr. Quo Tai-chi said he was not disposed to comment upon Japanese recognition of the Manchukuo Government.

JAPAN'S AWKWARD POSITION.

He was of the opinion, however, that Japan was in the position of a man who, having ravished a lady, has to lead her to a mock wedding.—*Reuter*.

Referring to the Lytton Report,

LEGALISATION OF SWEEPS

HOSPITAL PRESIDENT'S OPINION

London, Sept. 16. Sir Arthur Stanley, President of the British Hospitals Association, giving evidence before the Royal Commission on Lotteries and Betting, said the voluntary hospitals did not wish their needs to be of lotteries.

They were not opposed, however, to the legalisation of sweepstakes and would be prepared to accept money derived from properly legalised sources. The best way to manage lotteries for the safety of the community and with proper safeguards

Berlin, Sept. 16.

War in the Far East in the very near future is foreshadowed by the *Vossische Zeitung*, which under a headline "Manchuria, Japan's Dependency" emphasises that Manchuria's independence of China practically existed from the day that the new government was constituted with the help of Japanese bayonets.

By conquering Manchuria, Sir Ronald who became one of the world's greatest benefactors, was born in India in May, 1857, the son of Gen. Sir C. C. Ross, K.C.B. After studying medicine at St. Bartholomew's Hospital, London, he entered the India Medical Service in 1881 and in 1892 began the special study of malaria.

He had been lying gravely ill at his own hospital for some weeks. Last night his condition was said to be more serious and he sank slowly in the course of the day.

He was associated in his researches with the late Sir Patrick Manson, who began his brilliant career in Hongkong, and who in fact suggested to Sir Ronald Ross that the investigation which led to a successful fight with the malaria scourge.

He became convinced that mosquitoes and not marshes were the cause of the disease and worked for years to verify his theory, his researches being carried out in various malarial regions. It was at Secunderabad, India, on Aug. 20, 1897 that he at last secured confirmation of his view, after having examined hundreds of mosquitoes. He found definite proof under the microscope that an anopheline mosquito carried the malaria germs in its stomach. It took another year to complete his investigations, the results of which were confirmed by others.

His final researches were made in Sierra Leone to which he had been sent by the newly founded Liverpool School of Tropical Medicine. He had established the fact that a certain variety of mosquito, the anopheline, carried the infection. The only relation that mosquitoes bore to the disease was that they were a breeding place for the insects, the larval period being passed there.

Geneva and Washington, the journal predicts, one day, when Japanese soldiers invade Central China, will find, with regret, that the treaties meant to outlaw war have a fatal gap, namely, that Manchukuo has ratified none of them.—*Reuter*.

ISMAILIA TRIUMPH.

Ross recommended that marshes should be drained where possible or, failing this, that they should be treated with petroleum which destroys the larvae.

This method was adopted in many places with complete success, especially at Ismailia and in Malaya. At Ismailia the cases of malaria used to average 20,000 a year, but after Ross's methods had been applied they steadily diminished and since 1908, there have been no new cases.

He organised and took part in several expeditions to tropical climates which led to valuable discoveries in the field of tropical

medicine.

He stressed the intimate connection of the Manchurian situation

OBITUARY

SIR RONALD ROSS.

THE CONQUEROR OF MALARIA

POET, NOVELIST & SCIENTIST

London, Sept. 16.

The Prime Minister's second daughter, Dr. Joan MacDonald, will be married to Dr. Alister Mackinnon on Tuesday.

London, Sept. 16. Sir Ronald Ross, world-famous for his discovery of the connexion between mosquitoes and malaria, passed away in London to-day at the age of 75 years.

He had been lying gravely ill at his own hospital for some weeks. Last night his condition was said to be more serious and he sank slowly in the course of the day.

He was associated in his researches with the late Sir Patrick Manson, who began his brilliant career in Hongkong, and who in fact suggested to Sir Ronald Ross that the investigation which led to a successful fight with the malaria scourge.

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He organised and took part in several expeditions to tropical climates which led to valuable discoveries in the field of tropical

medicine.

He stressed the intimate connection of the Manchurian situation

with the war in China, and his researches led to the discovery of the connexion between the two.

He was knighted in 1902 and received the Order of Merit in 1910. He was a member of the Royal Society and the Royal Society of Medicine, and was a fellow of the Royal Society of Tropical Medicine and Hygiene.

He died at his home in London on Sept. 16, 1932, at the age of 75 years. He is survived by his wife, Dr. Joan MacDonald, and his son, Dr. Alister Mackinnon.

He was a man of great scientific ability and a true pioneer in the field of tropical medicine.

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CONTRACT BRIDGE

By W. E. McKenney

What is the safest system for bidding slams? That is a paramount question in contract bridge. Showing a definite number of quick tricks is not always satisfactory, as there may be a duplication of values. The better player today is beginning to realize that in order to invite a slam, he must have command of at least two suits.

It is generally very easy for partner to read the two commands which you hold. Remember, however, that this command of a suit means that you hold either a void suit or the ace-king-queen-jack is not enough.

When employing the one over one system, if partner were to open with a bid of one heart, and you knew that your hand held sufficient strength for him to go game, you should bid three hearts. This bid immediately informs partner that four can be made, but that you are not inviting a slam.

If you jump the bid to four hearts, you say to partner, "We are safe at five" and that you have command of two suits—a jump of one to four is a slam invitation and should not be made unless you do have those two commands.

Here's another example of showing control—suppose you open with a bid of one no trump and partner bids two no trump. If you were now to bid four no trump (a most unlikely bid, but simply made to illustrate the point) you would be telling partner that you had absolute command of two suits—in other words, that you held two suits that were headed by aces as the contract is no trump.

In addition you would inform him that you had a working suit and sufficient tricks, in your opinion, to make a slam, if he holds a little additional strength.

In cue bidding, commands are also essential. For example, partner opens the bidding with one heart and the next hand bids one spade.

If you now bid two spades you show—first, no losing spades; second, normal support in hearts; third, a slam invitation. You must have command of one other suit besides the spade suit because you are inviting a slam.

I am quite sure that if you will refuse to invite slams unless you hold these two commands, that you will immediately find that you are not bidding slam after slam that cannot be made.

Tomorrow I am going to show you an interesting hand that came up in a recent tournament where two partners who were using this command system of bidding safely kept from going to a grand slam, and how easily they could have arrived at the grand slam if it had been there.

BOMB IN SHANGHAI SILK STORE.

TERRORIST BODY TAKES
DRASTIC ACTION

Shanghai, Sept. 10.

A bomb was thrown into the Minhus Silk Store in Nanking Road this afternoon by a member of one of the local "Bloody Associations." The man who threw the bomb entered the shop when the place was filled with customers. After he had warned the customers to quit the place, the bomb was thrown.

Fortunately, it did very little damage except breaking two glass windows. The man made good his escape before the police arrived.

It is reported that the shop recently dealt in Japanese goods and had been warned by the said "bloody association" to stop selling immediately. As all warnings had been ignored, the Association decided to take drastic action.—Reuters' Special.

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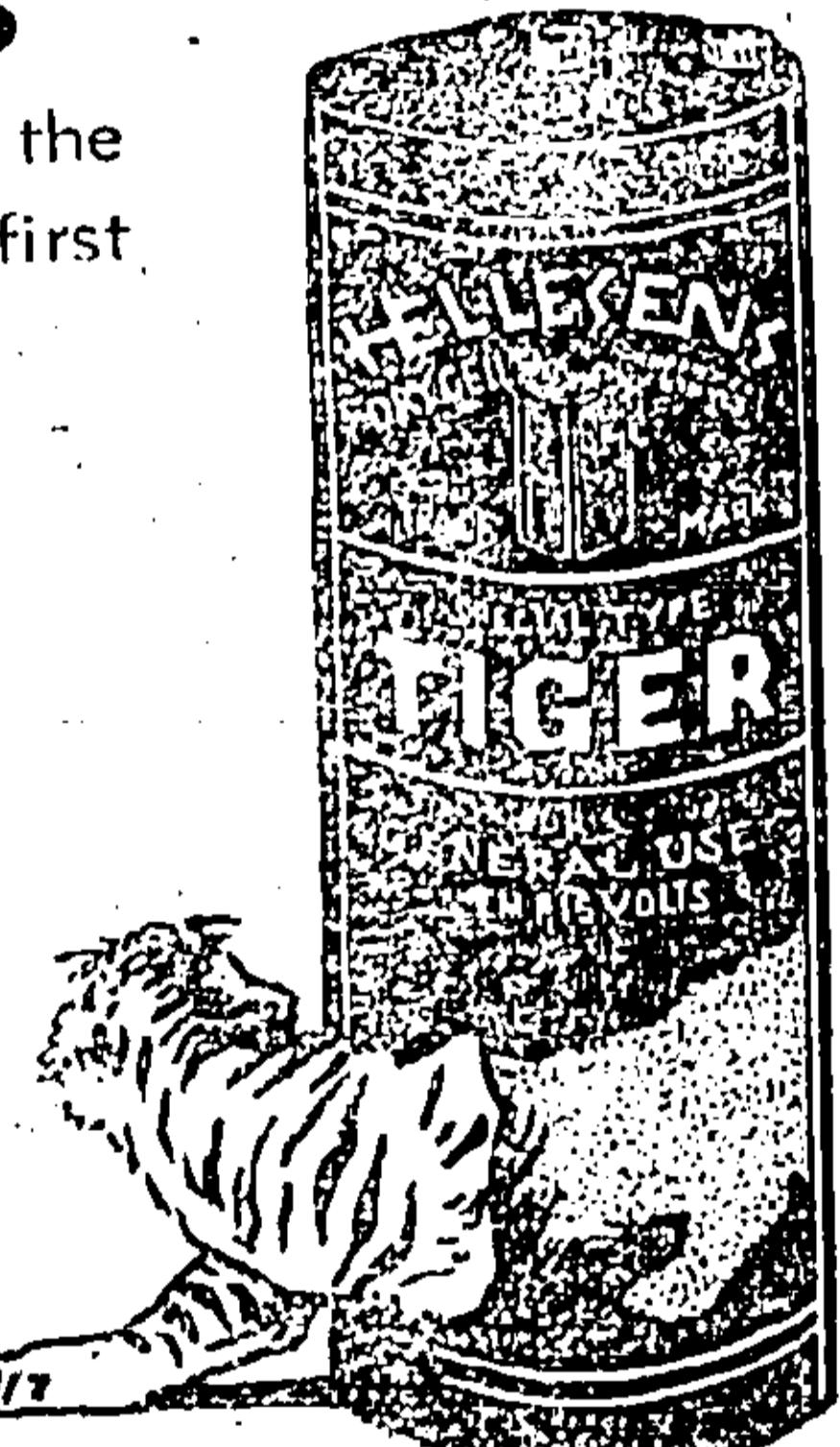


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LEAP YEAR BRIDE
by Laura Lou BROOKMAN

BEGIN HERE TO-DAY

CHERRY DIXON, pretty 19-year-old daughter of wealthy parents, marries DAN PHILLIPS, newspaper reporter, after a quarrel with her parents. It is a Leap Year marriage and Cherry does the proposing. The man moves into a cheap apartment and Cherry's first struggles with housework and discouraging. DIXIE HANNOON, movie critic of the News, is friendly. Cherry's mother, MARY DIXON, is like the News. She wants to make love to her. After several weeks Cherry's mother becomes seriously ill. The girl goes home and there is a reconciliation with her parents. She goes to them, however, MR. and MRS. DIXON departing to another climate to improve the mother's health.

MARY VAIL, magazine writer, comes to Wellington and Dan meets her. She asks him to collaborate in writing a play. Dan begins to spend most of his evenings at Mary's apartment, and he and Dan and Brenda are quite about Dan and Brenda. The girl goes home and Dan goes to her. She is in love with him. Days pass and the rift between Dan and Cherry widens. She asks him to meet her Saturday noon but Dan does not come. Max Pearson, newspaperman, asks Cherry to lunch, the two Dan with Brenda.

CHAPTER XLII

For an instant Cherry thought the words would not come. Her hands, twirling together and hidden by the table, were like ice. She felt as though some terrible, chilling force had taken possession of her. She could not speak. She could not move, but sat there staring down at her plate.

Over and over in her brain the words pounded. "Dan—and that woman? Here! Dan—and Brenda Vail!"

It was only a moment but for Cherry that moment was a lifetime. She raised her eyes then and somehow found her voice. She said limply, "I'm afraid I can't stay for lunch, Max. A sudden headache—I get them sometimes. If you'll call a cab for me—"

Pearson was all solicitude. If he had noticed the couple so near to them he gave no sign. He said a few words to the waiter, shook Cherry into her coat and then they were outside on the street.

A taxicab drew to the curb, in answer to Pearson's signal. Max would have entered and driven home with her but Cherry shook her head. She sank far back against the cushioned seat as the cab pulled out into the street. Blessed relief to be alone!

How the dreary afternoon passed she could not have told. She reached the apartment, climbed the stairs. Huddled in a little heap on the davenport she lay staring across the room. Cherry did not weep. She did not even try to think. The ache in her heart—the ache that twisted and flayed and tortured her—was like a physical pain. It was so new and so terrifying.

The grey kitten climbed to the davenport, nestled beside Cherry

pointed and flashing. Cherry could not endure it. She could not face the anger and hostility that burned in Dan's gaze. He must hate her to look at her that way!

"All right," Dan said evenly. "Suppose I was at the Wellington! Suppose I was lunch with Brenda. Is there anything criminal in that?"

Cherry spoke as though she had not heard him. "All these nights," she said slowly, "when I thought you were at the office—special assignments—extra work—you were with her then, weren't you? You've been seeing her for weeks. Why didn't you tell me the truth? Why didn't you say you didn't love me any more? Why did you have to lie?"

"Wait a minute!" Phillips interrupted. "You haven't any reason to complain and you can't say I lied. I did work on story today until 1 o'clock. If you wanted to know where I've been spending my evenings why didn't you ask? You haven't seemed much interested in anything I've done for a long while."

Tears filled the girl's eyes. She tried to brush them away. "You lied to me!" she went on chokingly. "You lied today and you've probably done it before. It was our wedding anniversary—and I thought we were going to be so happy. I had everything planned! You couldn't even remember after you'd promised to meet me!"

"And I tell you I didn't lie! You haven't made things any too agreeable around here lately. All your talk about not having any money and how hard you have to work! That's pleasant to listen to, isn't it? Brenda understands—"

The girl was on her feet, anger flaming in her cheeks. "Don't you dare talk to me about that woman! Don't you dare! She's a horrible, shameless old vampire! That's what she is—a vampire! Talking about the play you were going to write together when all she wanted was to have you making love to her. You know it's true—don't try to tell me it isn't!"

"You can't talk that way about Brenda!"

"Oh, can I? Your wife doesn't make any difference but this wonderful Brenda—!" Cherry's emotion was too much for her. Her words broke off and she turned away.

Phillips said coldly, "If you're ready to listen maybe you'll let me get in a word or two. I suppose this is all further proof that I'm the world's prize failure. You've said it a dozen times before but when you try to drag Brenda Vail into it—"

Cherry whirled about. "I told you not to mention that name!" she warned. "Can't you stop thinking of her even for a minute? Well, then—go to her! I never want to see your face again. I wish I'd never married you! I wish—I wish (Continued on Page 10.)

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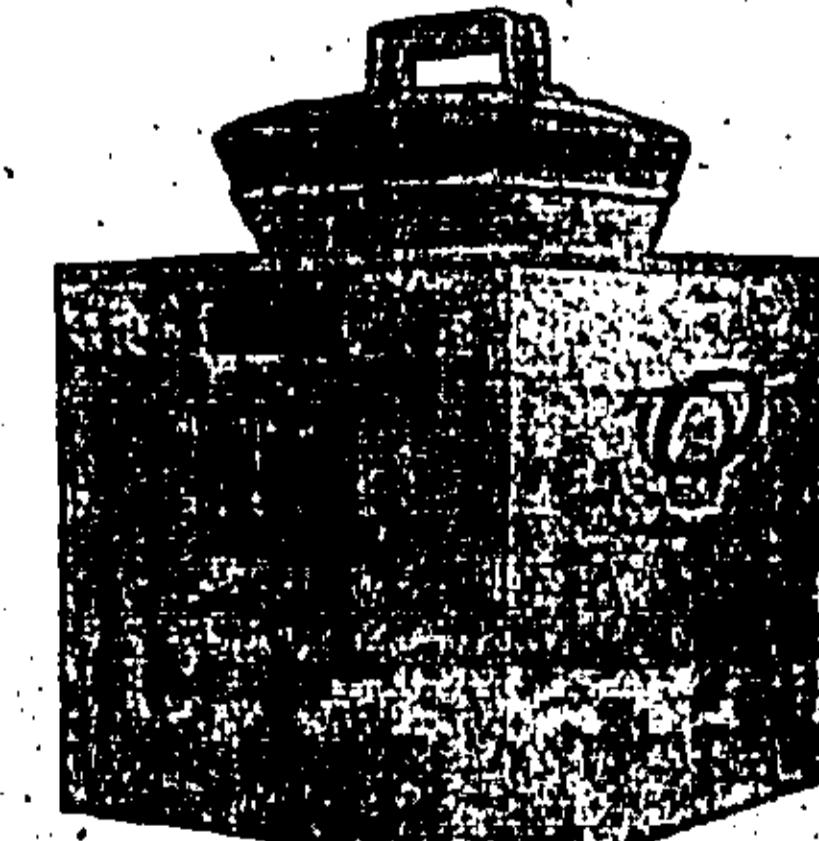
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PERMANENT WAVING Fifteen Dollars for September. Take advantage of our modest rental and our seven years continental American experience. Guedo St. Ouen, 31, Wyndham Street, opp Dairy Farm.

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WANTED.—From 1st October, 1932, small unfurnished house with garden, Peak district preferred, long lease essential. Please write Box No. 972, "Hongkong Telegraph."

FOUND

FOUND near Barker Road. Silver and crystal ear-ring. Apply Manager Hongkong Telegraph.

MISCELLANEOUS

ACCOMMODATION offered for two paying guests with private family on Peak. Write Box No. 990, "Hongkong Telegraph."

TO BE SOLD

55 The Peak, lately occupied by Dr. Harston and adjoining the Peak Hospital. Unfurnished. Convenient, comfortable and cool. Six rooms and Dressing room. Four bathrooms, hot and cold water. Modern sanitation. Gas and Electric Light. Use of Tennis Court. Suitable for a Mess of five, or could be easily divided to suit two couples. Close to Tram Station and Motor Road. Apply: THE HONGKONG REALTY AND TRUST COMPANY, LIMITED. Exchange Building.

FOR SALE

PIANOFORTES upright iron grained, guaranteed made for the climate from \$250, Gramophones, records, Hawaiian Guitars, Mandolins, Strings for Violins, and other instruments, Store, 25, Nathan Road, Kowloon.

FOR SALE—Two-seater ROADSTER, 1931 model, good condition, price \$2,000.00. Apply: The World Motor Supply Co., Hennessy Road, Wanchai.

TO LET

TO LET—Office space, 2 adjoining ROOMS, Asia Life Building, available October 1st. Write Box No. 991, "Hongkong Telegraph," or telephone No. 27707.

TO LET—European FLATS newly built No. 9, 12, 13, 14, 15 & 16 Dragon Terrace, Causeway Bay, 150 yards from Bus Station. Electric & gas fittings complete, water meters and water closets. Apply to Hang Sun Co., 10, Des Voeux Road Central, Telephone 21437.

TO LET—Furnished FLAT, on Peak. Five rooms, furniture to be taken over by incoming tenant. Vacant near future. Please write Box No. 989, "Hongkong Telegraph."

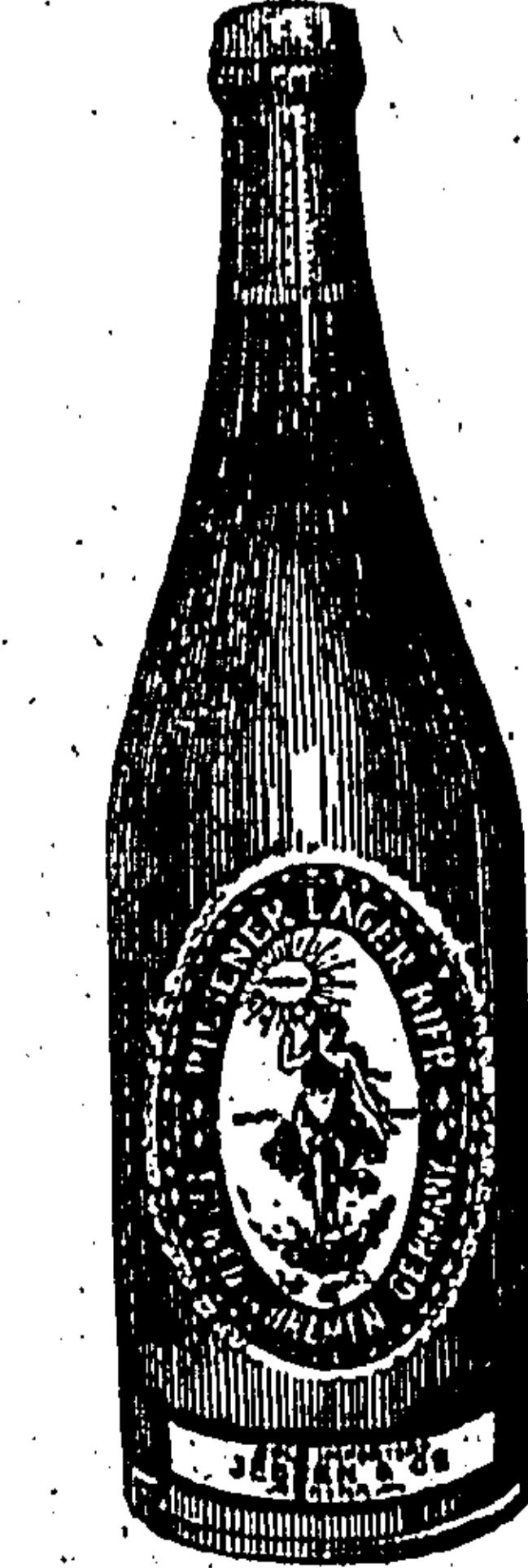
APARTMENTS

AIRIE HOTEL—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Five minutes from ferry. Tel. 57357.

NEW VICTOR RECORDS FOR August

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8, Des Voeux Road, Central.
(Entrance Ica House Street).
Telephone C24648.



Distributors:

Sang Tai Tel. 20904
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Kwan Tye 20891
Tye Shing 21859

CHURCH NOTICES

17th Sunday After Trinity

LOCAL SERVICES
ST. ANDREW'S CHURCH
(Kowloon).

The following are the forthcoming services, etc., at St. Andrew's Church, Kowloon.

Sunday, September 18, 17th Sunday after Trinity.

8.15 a.m. Holy Communion.

10 a.m. Young People's Service and Primary Sunday School.

11 a.m. Holy Communion (Choral) and Sermon. Preacher, The Vicar.

6 p.m. Evening Prayer and Sermon. Preacher, Rev. N. V. Harward.

Monday, September 19.

Meeting of the Church Council at 6 p.m.

Tuesday, September 20.

Mothers' Union 2.45 p.m.

Thursday, September 22.

Under the auspices of St. Andrew's Club a Lantern Lecture on Palestine will be given in the Church Hall by the Very Rev. Dean Swan at 9 p.m. The slides for this lecture have been taken from the Dean's own photographs, and have not previously been shown in the Colony. This meeting is open to members and friends.

WESLEYAN CHURCH

(Wanchai).

The following are the forthcoming services, etc., at the Wesleyan Methodist Church, Wanchai, (opposite Royal Naval Hospital, Queen's Road East).

Morning Service 10.15 a.m.

Evening Service 8.15 p.m.

Preacher for both services: The Rev. Frank Short.

At the Sailors' and Soldiers' Home. Monday (19th).—Badminton Club Meet.

Tuesday (20th).—8 p.m. Fellowship Meeting.

Wednesday (21st).—10 a.m. to 12 noon, Ladies Church Aid Society meet.

Thursday (22nd).—Badminton Club Meet.

By Order of the Board,

W. L. MCKENZIE,
Secretary.

Hongkong, 12th August, 1932.

FIRST CHURCH OF CHRIST, SCIENTIST.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station, Sunday Service, 11.15 a.m. Subject "Matter". The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U. S. A.

SEVENTH-DAY ADVENTIST CHAPEL.

Seventh-day Adventist Chapel 20 Ice House Street.

Services:

Saturday, 2 p.m. Preaching.

Saturday, 3 p.m. Sabbath School.

Sunday night 6 p.m. Evangelistic Preaching.

Wednesday night 8 p.m. Prayer Meeting.

A cordial invitation is extended all to attend these services.

UNION CHURCH.

The following are the forthcoming services, etc., at the Union Church, Kennedy Road:

Sunday, September 18.

Sunday School 10 a.m.

Morning Service 11 a.m.

Evening Service 6 p.m.

Preacher at both services, The Rev. E. G. Powell.

Special Notice.

Morning Service change of time. Commencing on the first Sunday in October. (Sunday, October 2) the time of the morning service will be changed from 11 a.m. to 10.30 a.m.

Sunday School will be from 9.30 a.m. to 10.15 a.m.

Church Choir Practice.—Every Tuesday at 6.30 p.m.

Every Tuesday at 7.30 p.m.

Devotional Meeting of the Soldiers' and Airmen's Christian Association.

All Service men heartily welcomed. Cambrian Male Voice Choir.—A Choir Practice will be held in the Church Hall at 6.30 p.m. on Wednesday, September 21.

MASSAGE

Mr. & Mrs. Y. MORI

Holders of Japanese Government

LICENCE

Cure Sprained Ankles & Wrists.

4, Wyndham Street, (1st Floor).

Telephone 21438.

NOTICE.

MAMAK HOCKEY TOURNAMENT

There will be a meeting of Club Representatives at 5.30 p.m. on Tuesday, September 20th, 1932, in St. Andrew's Church Hall, Kowloon, for the purpose of arranging fixtures for the 1932-1933 season.

It is imperative that each Club send a representative to this meeting.

MAMAK HOCKEY TOURNAMENT

E. V. MARSHALL,
Hon. Secretary.

MOTOR CYCLE RELIABILITY TRIAL

8th—9th, OCTOBER, 1932.

Entry Forms may be obtained from

Mr. H. G. WILLIAMS,
c/o Messrs. Dodwell & Co., Ltd.

(Wine & Spirit Dept.).
Queen's Building.

CLOSING DATE—24th SEPT.

The writer with limited vision often suffers from "I" trouble.

The engagement is announced of Dr. Edmund Cecil Humphreys, Dental Surgeon, of Alexandra Building, son of Mr. and Mrs. H. Humphreys, of Hongkong, to Miss Irene Lucille Oldfield, only daughter of Mr. and Mrs. A. Oldfield, of Hongkong.

—Reuter.

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Surgeon, of Alexandra Building,

LADIES' TAILORS

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DRESSES & FROCKS
MADE TO ORDER.

PERFECT FIT
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No. 1, Peking Road.

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OBTAIN CASH OUT OF
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ACCEPT

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CHEQUES

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Queen's Building.



THE WORLD OF WOMEN



MOTHERS.

Ideal and Real.

There is nothing so stimulating to the growth of ideals as the "feel" of a little warm body in one's arms and to look down on to a tiny bald head. A great deal of personal ambition transforms itself and a large portion of what remains takes a different shape. One longs to be a good mother.

It is not too difficult for the first few months of the baby's life to attain a high standard of motherhood. Many animals manage it for so long, but afterwards comes the rub. The infant, himself, has such a way of upsetting well-thought out plans of conduct.

I hoped to give my children a memory of a strong, gracious woman, living in an atmosphere of serenity and charm, into which she could draw them when she wished.

Planning wasn't it? Funny how one's ideals are so different from actual fact! Similarly I admire long, straight black locks and grew long and curly hair. So in life, gracefulness has given way more than once to shouting a bit louder than my bairns in order to make myself heard above their din. Strength has dissolved in tears now and then, when the children's disputes have proved too much for tired nerves. And charm! That quality has not so much as raised its head.

I read a chronicle in which the sons and daughters refer always to "the gentle mother." She was indeed a lovely character, according to the author of the book, but I "lai mu dool" about her! There must have been some steel in her make-up and flint, too, with sparks occasionally, or she could not have turned out the family she did.

Mothers have been always considered a fitting theme for the Muses and, in real life, generally taken as part of the scenery, except on occasions. The fact is apt to be depressing. One has to live up to the poetry and swallow the prose. I heard of a picture, which presented the not unusual characteristic of appearing, at a casual glance, as a jumble of amulets. But this particular picture had to be held up to a mirror, then a perfect portrait appeared in the mirror.

Something like that happens to mothers sufficiently often to help most of them. Every true one indulges on trying to shape herself to the Madonna she would like to be, and apparently failing utterly.

In Tall Glasses.

A good way is to make your coffee in the ordinary way, mix it with the same quantity of milk, add sugar if liked and when cold stand in a jug in a bowl of cracked ice. Serve in tall glasses with whipped cream on top. Iced coffee makes a delicious drink for picnics.

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Mocha is a mixture of chocolate and coffee, and is excellent as a cool drink. Make a pint each of chocolate (with milk) and black coffee, mix them and cool, then set in an ice-filled bowl. Put a little crushed ice in some tall glasses,

Then, one day, some little incident occurs, which shows her herself, in her children's eyes, and she sees an imago which surprises and delights her. It may even be a bit like that seemingly quite unattainable ideal.—EVA GRAY.

FRECKLES AND HIS FRIENDS

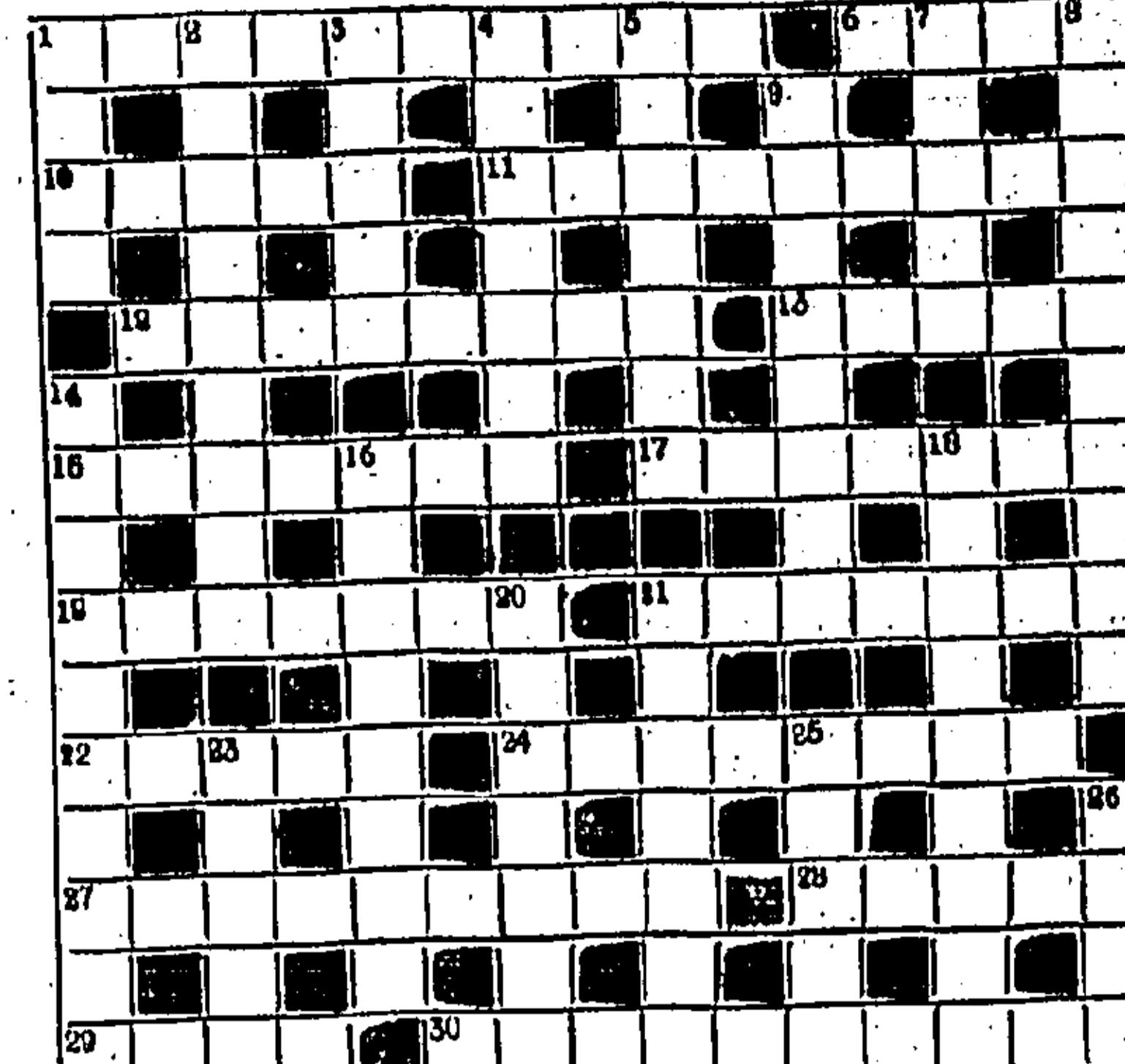


TEA SETS, COFFEE SETS,
CUPS AND SAUCERS

AT

KOMOR & KOMOR'S
Chater Road.

OUR BRITISH CROSSWORDS



Across

- 1 Solomously declare, apparently that a foolish one was always on the feed.
- 2 A man of war may be called iron with this.
- 3 Raving.
- 4 17th Century Dutch painter.
- 5 Famous Dickens character.
- 6 This word is probably popular with you; don't be this if it is not.
- 7 Rich.
- 8 Flower that seems to advise an essayist on how to bowl.
- 9 This saint is the patron saint.
- 10 An aid to decorative work perhaps.
- 11 A device for stopping a vehicle from going backwards.
- 12 A flagbearer in the field.
- 13 This pudding is often served prematurely.
- 14 A constellation.
- 15 Depend.
- 16 This is sense though half is an unpleasent woman.

Down

- 1 River of England or of France.
- 2 Nickname.
- 3 Red spirit, but not literally.
- 4 True kind of rabbit that seems originally to have come from Wales.
- 5 The turning of the wheels of this was associated with a revolution.
- 6 Musical direction that would be

shed had it an article in it.
8 Epithet for what one strongly dislikes.

9 A laboratory vessel.

10 Diviner (the name must have been correct sometimes.)

11 Praise.

12 Paying.

13 The founder of Virginia.

14 Genuine.

15 Describes that part of England that is steadily diminishing.

16 Form of words used in fighting.

20 The responsibility that is on us.

Yesterday's Solution.

F	E	L	O	D	F	D	R	A	O	H	M
A	U	U	L	O	O	A	N	O	A	N	O
M	I	N	O	R	C	B	U	N	S	E	N
I	S	A	E	N	W	N	G	T	N	C	A
N	U	C	R	A	G	A	D	O	R	I	C
E	Y	P	T	E	T	A	U	U	D	Y	Y
R	A	D	R	O	O	R	E	E	V	Y	Y
E	N	A	L	A	A	E	E	E	V	Y	Y
V	E	N	M	E	E	E	E	E	V	Y	Y
N	E	N	M	E	E	E	E	E	V	Y	Y
I	E	N	M	E	E	E	E	E	V	Y	Y
N	E	N	M	E	E	E	E	E	V	Y	Y

WATER LEVELS

WEST NORTH AND EAST RIVERS

The following table issued by the Kwantung River Conservancy Commission shows the height of water in English feet on the dates named in the West, North and East Rivers:

Highest on record. Sept. 16. 1932.

West River at Shihking	+41.7	0	18.5
North River at Tsinshau	+41.7	0	8.4
North River at Tsinshau	+22.3	-5.3	—
East River at Sheklung	+15.5	-2.5	7.8

The annual inspection, and presentation of awards of the Hongkong Police Force, by His Excellency the Officer Administering the Government (Hon. Mr. W. T. Southern, C.M.G.) will be held at the Police compound next Thursday at 5 p.m.

FELIX HAT SHOP

York Building, Chater Road.

JUST UNPACKED

Consignment of Beautiful
"BETH" and "FLINTRIDGE"
FELT HATS

IN ALL THE POPULAR COLOURS.

By Blosser

Try, Try Again!



AT
WATSON'S
LISTERINE.

A special offer of the above well known and highly recommended antiseptic and deodorant at greatly reduced prices.

Small Size \$1.00. Medium Size \$1.85.
Large Size \$2.75.

THE HONGKONG DISPENSARY.
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RADIOS & RADIO-GRAMOPHONES
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The happy bride-to-be rightfully thinks much of personal adornment . . . and who is there amongst those who love her but want her to have everything her heart desires . . . Fine jewellery . . . the personal gift . . . is hero for her . . . awaiting selection by Mr. Groom . . . Father . . . Mother . . . Brother . . . Sister . . . Aunt . . . Uncle . . . Cousin . . . and friends.

We can be of great assistance to you while you are selecting an appropriate gift, whether it be for a wedding, birthday, Christmas or any other event. We are at your service, and feel sure that our stock is of the finest to be had, both in QUALITY & VARIETY.

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In the New
1932



YOU FIND THE LATEST MODELS OF THE CAR THAT HAS WON THE HEART OF THE WORLD, LEADING ALL OTHERS IN SALES. AT THE CURB YOU WILL ADMIRE THEIR SMART MODERN BEAUTY. ON THE ROAD YOU WILL MARVEL AT THEIR EFFORTLESS CONTROL, THE EASY SMOOTHNESS OF PERFORMANCE, AND THE LUXURIOUS COMFORT WITH WHICH THEY RIDE. EVERY MODERN IMPROVEMENT IS AT YOUR COMMAND. INCREASED POWER, CUSHIONED AGAINST VIBRATION. THE VELVETY SMOOTHNESS OF THE FAMOUS SYNCROMESH GEAR SHIFTING. THE THRILL OF COASTING ALONG ON MOMENTUM WHENEVER YOU WISH—CONTROLLED BY THE TOUCH OF A BUTTON. DON'T FAIL TO SEE THIS CHEVROLET SERIES "BA" 5-PASSENGER SPECIAL SEDAN—MAROON OR BLUE complete with 6 Wire Wheels, Tires and Tubes, Bumpers, Luggage Rack, Tourists' Trunk, Chrome Tire Covers, Etc., Etc.

Price HK\$3,780.

AUTHORISED CHEVROLET DEALERS.

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Incorporated in Hongkong
Stubbs Road Happy Valley

FUNERAL.

The funeral of the late Mr. Lo Chung Kue, Comptrodore of The Hongkong and Whampoa Dock Co., Ltd., will take place on Wednesday, 21st September. Any friends wishing to pay their last respects should be at the Yat Pit Ting Pavilion, Kennedy Town, at 1.30 p.m. on that date.

The Hongkong Telegraph

SATURDAY, SEPTEMBER 17, 1932.

THE IRISH QUESTION

Mr. de Valera's intended visit to London, for a final interview with the Dominions Secretary on the land annuities question, is hardly likely to be productive of tangible results. The Irish Free State leader has been making a great deal of his willingness to submit the issue to arbitration, but the tribunal to which he desires to submit the matter would be international in character. The point that he refuses to see is that the machinery for adjustment of disputes between members of the British Commonwealth of Nations has long since been settled at Imperial gatherings, and that the arbitrators must inevitably be drawn from the Empire. That is the only sensible arrangement; it would be sheer absurdity for the Empire to hand over the adjustment of its own problems to foreign adjudicators. Mr. de Valera himself must know that, but yet he persists in asking for outside arbitration, a fact which raises the suspicion whether he really wants any arbitration at all.

The Irish leader appears to be one of those types of men who, the more they are given in to, the more they demand. If he could get his way with the land annuities, no doubt he would set about making other claims as well. His own Minister of Interior has even talked of an intention to secure the return of some thirty millions sterling which have already been paid under the land purchase scheme, to say nothing of other huge sums which he says have been overpaid in the course of a very lengthy period. In taxation, he wants to make the landlords up to

not end the matter. As for negotiating further with him, Mr. Lloyd George has hit the matter off in characteristic phraseology by saying that the process would be like trying to catch up with a man on a merry-go-round! Whether or not Britain did the right thing by meeting the Irish repudiation threat with the imposition of tariffs is debatable, but there can be no doubt that the fact that Mr. de Valera has been asking for trouble ever since he came into power. As a result of his policies, Ireland has been plunged into serious economic difficulties, so much so that the farmers are now solid in their opposition to the Government. Even Mr. de Valera himself has been compelled to admit that he sees little prospect of establishing alternative markets. Were any other man than Mr. de Valera in charge, it would become obvious that Ireland has everything to gain and nothing to lose by resuming her old relationship with Britain, but the Free State leader stubbornly refuses to recognise the facts.

From the legal standpoint, there can be no doubt that the point that Ireland has no right to retain the land annuities. As a former Irish Minister has declared, a previous Free State Government agreed to pay the annuities in consideration of relief from all share in the United Kingdom's war debts—a first-class bargain which put the Free State in a position enjoyed by no other country in Europe. But considerations of that kind carry no weight with Mr. de Valera, who places his own personality above the true interests of his people. And in the process he does not hesitate to stoop to what Mr. Patrick Hogan, a former Free State Minister, has openly described as a piece of sharp practice. Meanwhile, Ireland suffers, and the extremists are still busy endeavouring to work up a "hate" against England. Such are the results of the de Valera policy, based more on personal vanity than on real statesmanship.

Four Conferences.

DAY BY DAY

GENIUS WITHOUT CONSCIENCE IS LIKE A FIRE WHICH BLAZES, NOT TO WARM BUT TO BURN—Blackie.

The name of Mr. Chu Kwan-cheo has been added to the list of authorized architects.

His Excellency the Officer Administering the Government has appointed Mr. R.A.C. North to be Deputy Clerk of Councils.

His Excellency the Officer Administering the Government has appointed Dr. J. E. Dovay to be an Official Justice of the Peace.

His Majesty the King has been pleased to issue a Mandate authorizing the Consecration of the Rev. Ronald Owen Hall, B.A., to be a Bishop.

According to a bankruptcy notification, a third and final dividend of \$1.40 per cent. has been declared in the matter of the Wing Sang Bank, of No. 107, Queen's Road Central.

A report has been made to the police by Ismail Singh, a licensed hawker, of 11, Morrison Hill Road, to the effect that a cobbler, Birkha Lal, aged about 30, has been missing from the house since ten o'clock on Tuesday last.

South Wall Road is the name given to the street commencing at the north side of Prince Edward Road, near its junction with Ma Tau Chung Road and running North to the South Wall of Kowloon City. The new road is also that next west from Ta Ku Ling Road.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on public and general holidays, when the offices will be entirely closed, and on Saturday, when they will be open from 10 a.m. to noon, subject, however, to the provisions of the Supreme Court (Vacations) Ordinance, 1898, so far as it relates to the Criminal Sessions. The Long Vacation commences on the 20th October, 1932, (both days inclusive).

The health bulletin for Eastern ports for the week ended September 10, shows the following cases of infectious diseases and deaths thereto—Plague, Baghdad one case, Beirut three cases, Bombay one case, one death, Colombo one case, one death, Cholera, Calcutta 20 cases, three deaths, Rangoon one case, Macao one case, one death, Amoy 41 cases 16 deaths, Canton 5 cases three deaths, Nanking 48 cases 7 deaths, Shanghai 110 cases 10 deaths, Smallpox, Alexandria one case, Bangkok one case, one death, Bombay five cases five deaths, Calcutta six cases, two deaths, Karachi one case, two deaths, Madras 10 cases 3 deaths, Moulmein one case, Pondicherry four cases four deaths, and Penang one case.

Ottawa will probably be a spectacular failure, since the English desire for lower internal imperial tariffs is in flat conflict with the Dominions' longing for higher external barriers. Yet Ottawa will perhaps harvest more valuable economic sheaves than tariffs, in the shape of an enlarged "Empire Marketing Board." Thus, slowly—too slowly, maybe—the stage is being set for the next scenes, during which the vital decisions must needs be made. From London possibly before Christmas, and from Geneva will come messages to mankind of gloom or of cheer, in proportion as they tell of agreements which will better the prospects of reviving industry throughout the world.

—CYN.

Bulls and Inners

From the Office Butts

An economist says everybody coconut milk is the latest in dress according to his greed in cocktails. We understand the trouble is that the law stand however, that this particular fruit has a decidedly greater effect when dropped from a great height!

A Russian scientist has discovered a tribe that has been out of touch with civilization for eighteen years. Some people have all the luck.

A well-known Hongkong shroff has been made the victim of a cruel hoax. One of his customers has promised to pay his account.

The hero of the story is a porous business man," says a recent book review. Readers are reminded that all characters in this book are fictitious.

One pedestrian is knocked down every half hour in New York. He must find it somewhat tedious.

The new reservoir on the Botanical Gardens site, disguised as a tropical plantation, should prove popular. Nevertheless, it is can be dangerous. So can too to be hoped that people will not much moonlight, for that matter, make a habit of dropping in!

A doctor says too much sunlight is bad for the eyes. So can too to be hoped that people will not much moonlight, for that matter, make a habit of dropping in!

A local sportsman says it's hard to shoot birds on the Botanical Gardens site, disguised as a tropical plantation. A doctor says too much sunlight is bad for the eyes. So can too to be hoped that people will not much moonlight, for that matter, make a habit of dropping in!

The last mail brought the news that Robert McWhirter, a fitter visiting Linkcumdoddie, decided that the best thing about the place was its freedom!

We've heard of fast dyes, but Gandhi seems to prefer a dying fast!

Judging from some of the pegas we see nowadays, drunks should be charged by the inch.

The motor bus was proceeding rather jerkily, when a pretty young woman passenger asked: "What's wrong with this bus, driver?" "The engine misses," he replied.

The young woman blushed and smiled. "Why, I've only been married two weeks!" she exclaimed. "How in the world did you know?"

With somebody else's wife, A Romeo led a great life. Why he couldn't discover an unattached lover is the question at ten parties.

If to someone you think this applies; Report it, then look at his eyes. If in spite of his gushing, The poor fellow's blushing, Just tell him he takes the first prize!

Your wife may cry "Love forty!" on the tennis court, but there'll be trouble in the home if you take her at her word.

K. C. C.—Keeps Constantly Chirpy.

"America Warms Her Doubts," says headline. Nothing, however, is said as to how the feminine variety are regarded.

The Irish farmers are angry with de Valera. Getting their paddy up!

One the eve of the football season, it looks as if Hongkong is to return to the goal standard.

Three stages—car, careless, careless.

New Definition—Middle-age is the period during which a man is too old to set a bad example, and too young to care about following a good one.

If the dollar becomes much easier, it will scarcely be worth doing!

Judging by the volubility of a lady travelling on the Peak Tram occasionally, we should imagine that her most prominent forbear can be traced back to the flood.

If someone would only have the sense to fix silver according to the thermometer, heat waves might be popular.

The Week's Power—How does



MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY 17th SEPTEMBER, 1932.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION

ACCEPTED AS THE
WORLD'S STANDARD

The

K.L.G.

plugs

The secret of its superiority
over other plugs lies in the
scientific design and con-
struction.

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Hon. Secretary

CURRENT COMMENT

Kowloon's Car Park.

A Kowloon motorist has drawn our attention to the lack of observance of parking rules at the Kowloon Car Park, suggesting that an appeal through these columns will probably have the desired effect. It is the old story of the few motorists who will persist in parking their cars thoughtlessly and carelessly, refusing to observe the conditions implied by the provision of white lines. Some park at the wrong angle, while others place their vehicles over the lines. Small cars are to be seen occupying far too much space, and the result is that at certain times of the day, it is difficult to secure a space.

The trouble is probably caused by owners who arrive at the park fairly early in the morning, but who nevertheless have to rush for a trolley. Probably at such hour the large amount of unoccupied space gives the impression that there is plenty of room for all comers, but this is not the case. It would not take many more seconds to park properly, and by so doing, a thoroughly justified complaint would be removed. We trust that this publicity will have the desired effect.

Traffic Control.

It does seem a pity that native traffic police seem so utterly ignorant of excessive speed or dangerous driving. Especially at night it is no uncommon thing to see cars driving through Queen's and other central roads, at distinctly dangerous speeds, and the unfortunate aspect is that native policeman invariably give the regulation sign to pass, without paying the slightest attention to speedsters. Surely it is not asking too much to urge that special instructions should be given in this matter. We cannot believe that either Chinese or Indian police do not understand the meaning of dangerous driving, and when a car is seen approaching at an obviously excessive rate, the driver probably tooting the horn incessantly—surely traffic policemen could signal the driver to stop, and then issue warning, and where necessary, report the number of the car. By such means, there would be sure to be retribution sooner or later, and not a few drivers would be checked.

OIL PRESSURES.

How to Find Faults.

When oil pressure drops suddenly the indications are that the pressure regulator is at fault.

Occasionally the driver is justified in suspecting that the pressure gauge itself may be at fault. But if a radically low pressure develops coming on gradually, there are other matters to be looked into at once.

If the pump is examined, not only should wear on the gears be checked, but wear on the pump body as well. Mechanics often replace the gears, but fail to remedy the situation because the worn body of the pump permits a pressure drop.

If the engine is in need of extensive service involving re-fitting of the bearings, the pressure drop may be marked. Often the situation will be no better even after the bearings are refitted unless the work is done by an experienced service man. Air leakage in the

THE DIFFERENCE.

Between Two Cars of
Same Age and Make.

DRIVER'S PART.

The difference between two automobiles of exactly the same age and make is usually the difference between their drivers. One will give better service and last longer than the other because its driver knows his car and can get most out of it with the least possible strain on its motor or on his pocket-book.

There is a way to drive an automobile that makes it an economical pleasure. There is another way to drive the same car that causes it to break quickly under the strain. The former method is the easiest and the cheapest.

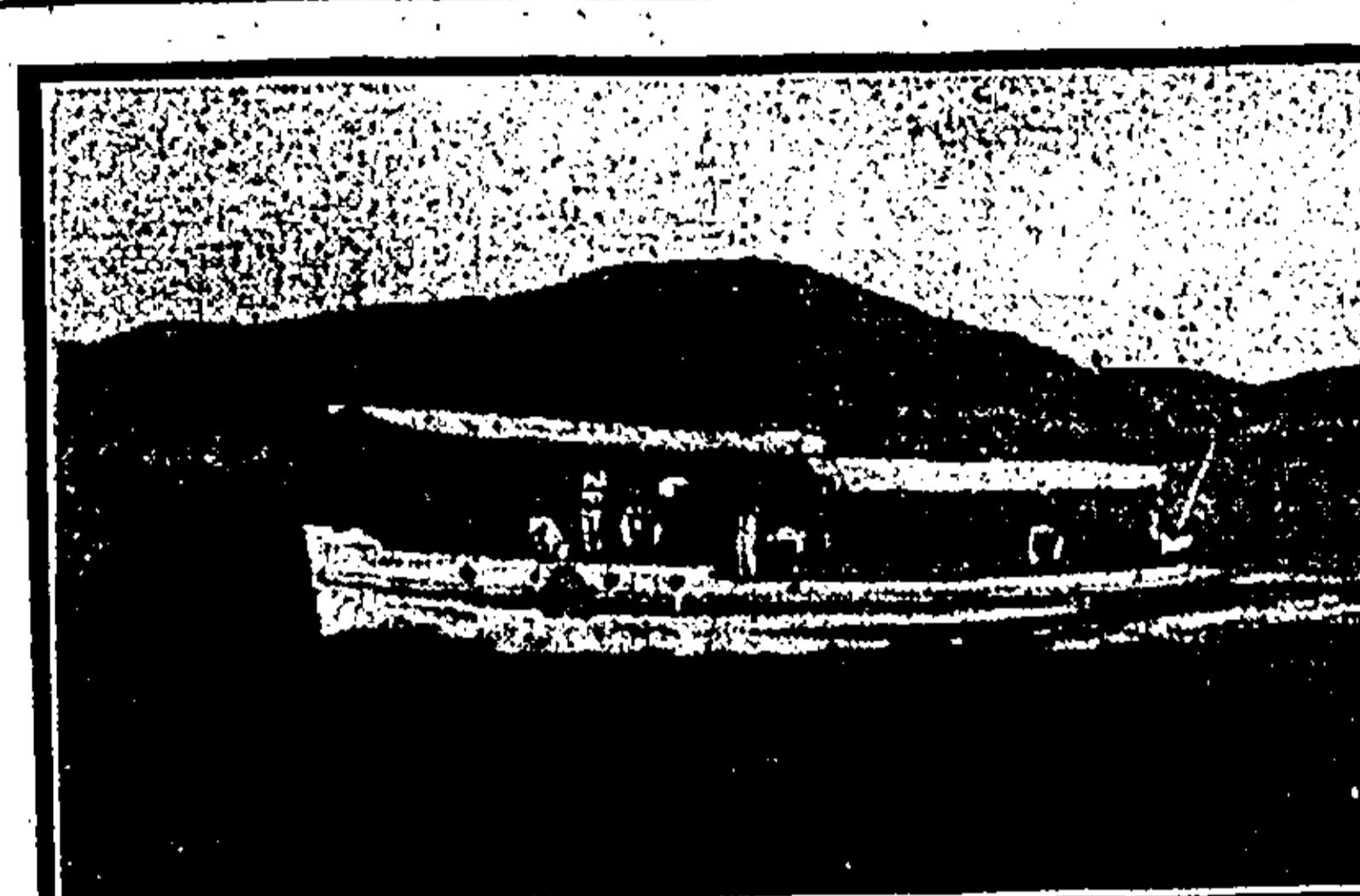
Take the simple matter of mileage. It has been repeated time and again on good authority that the most economical speed for a motor car is around 35 or 40 miles an hour. Take that speed steadily on the highway and not only will the most possible mileage be obtained from the fuel, but little if any time will be lost in travelling.

The speeder has to slow up every time he catches up with a slower-moving vehicle, every time he gets to a crossing and every time he reaches a town. The consistent moderate speed driver keeps right on going at this steady pace and slowing up means little to him, for there is very little call for him to go less than 35 miles an hour while he is on the highway.

The steady flow of gasoline at 35 is much more economical than 95 knots was obtained, which is an excellent performance for a boat of this size.

Chatting with a representative of

ANOTHER GARDNER-ENGINED LAUNCH.



The Union Waterboat Company, limited, is the latest concern to replace one of the old-style steam launches for a modern Diesel-engined vessel, the trials of which were successfully carried out in Kowloon Bay on Wednesday afternoon. It should be mentioned that the Company already has three Garden Diesel-Engined water-boats in operation, and doubtless the experience gained from these made it an easy matter to come to a decision when considering the replacement of a steam launch.

The trial was a complete success and a mean speed slightly exceeding

93½ knots was obtained, which is an

excellent performance for a boat of

the Diana's size.

Chatting with a representative of

Messrs. Dodwell & Co., Ltd., during the trial, our representative was informed that the "Diana" is the 20th Gardner-engined vessel now operating on the Harbour, and of this fleet, 19 are equipped with crude-oil machinery. In every case, owners have expressed the utmost

satisfaction on account of the great

ly reduced running costs, as com-

pared with steam and other types

of power units, while reliability is

an outstanding feature.

Messrs. Dodwell & Co., Ltd., con-

verted their well-known steam-

launch the "Tean Cheung" some

considerable time ago, and their ob-

servations during the period in

question, reveal the most impres-

sive facts concerning the economi-

cal side of the Gardner Engine.

MOTORING AND MOTORS.

Some Fast Light Cars.

(By John Prioleau)

It is not often in the course of the car-testing I carry out for *The Observer* that I am so pleasantly disappointed as I was last week when I took the new 12 h.p. six-cylinder Wolseley saloon, known as the "Hornet," over my Surrey route. By this I do not mean to imply that I expected to be disappointed in the general behaviour of the Wolseley, but that it so far exceeded my highest expectations that I had excellent cause to re-adjust my ideas as to the capabilities and—far more important—the general suitability of cars of this type. I have not hitherto been an ardent admirer of the "baby" six-cylinder, I believe that provided the existing grotesque system of taxation continues in force long enough, we shall get "baby" Sixes and Eights as a natural development, and that they will in time be as successful as their bigger predecessors of to-day, but until I drove this cleverly designed family car I did not think we had yet produced a model that excuses the type.

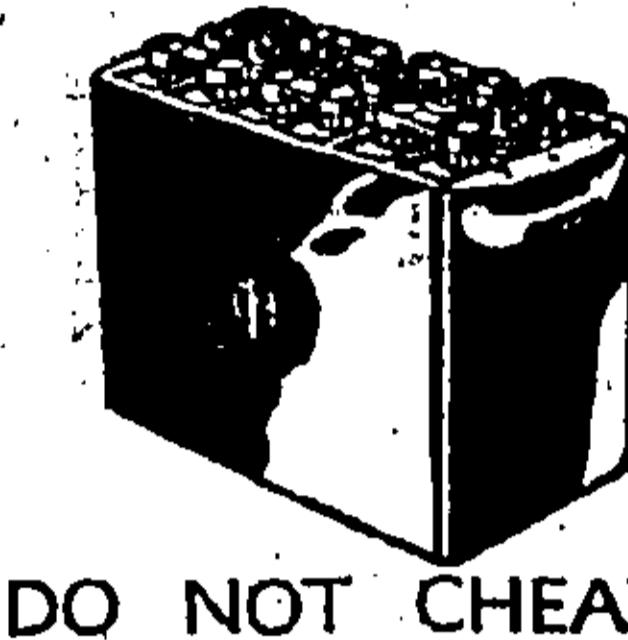
The driver can forestall the day when such motors will break down by not doing anything that would punish them. Driving at fast speeds in short spurts is one form of severe punishment that isn't good for the motor.

SOME RECORD

The National Association of Motor Bus Operators figures that a total of 1,802,000,000 passengers were carried on common carrier buses in 1931. This is equivalent to nearly the population of the

A Practical Prodigy

I use the word "excuses" on purpose, for what everyone wants in bigger cars as well as better ones. The infants are wonderful, but to my mind, they are unnatural. They are prodigies, but, unfortunately, prodigies that do not



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that good engine in your car with a slow and weak battery. A good battery and a well-serviced battery are the "life" of a car. SEE TO IT THAT THE SPARK IS THERE!

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PETROL PRICES.

Failure of the International Conference.

An international conference was recently held in the United States, at which executives of the major oil companies of the world conferred with a view to universally stabilising petrol prices.

The Soviet oil export syndicate, which exported 5,800,000 tons of oil in 1931, and is blamed for dumping vast quantities of petrol in many countries at nonpayable prices, was represented at the conference.

An endeavour was made to obtain a 10 years' agreement with the Russian authorities for the purchase of their oil exports, but negotiations in that direction broke down.

The failure of the oil conference to adopt a policy that would effect a balance between production and the world's consumption of petrol points to a continuance of the petrol price war that is going on overseas, as the result of the activities of the Russian oil syndicate and overproduction in U.S.A. and other parts of the world.

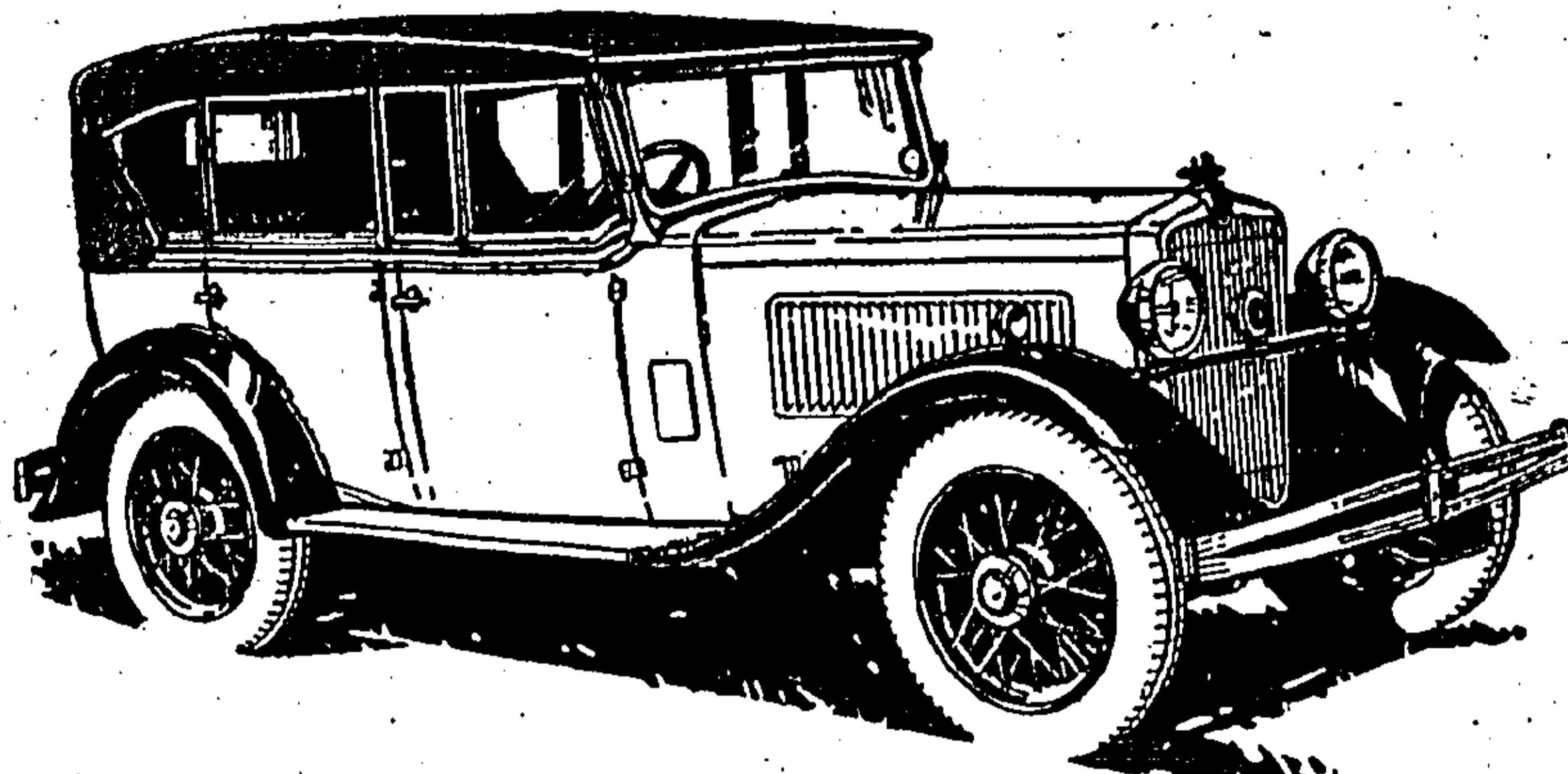
noticeably steady on greasy surface. The gear-change is easy and noiseless, the geara quiet, and the steering light and steady. The pedal-brakes could with advantage be more powerful, in view of the capabilities of the engine. The side-brake is for parking only.

Altogether a particularly interesting little car, which is in several important respects a new, or at all events a greatly improved, type.

The Duke of Gloucester paid a visit recently to the Standard Motor Company's works, where he formally opened the new plant. The Duke of Gloucester, who is a director of the Standard Motor Company, was shown around the works by Mr. J. H. G. Smith, Managing Director, and Mr. G. H. Evans, General Manager. The Duke of Gloucester was shown the new plant, which is the largest in the world, and the

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New chromium radiator with automatic shutters. Air cleaning and pre-heating units on the six cylinder engine developing 32 B.H.P. Triplex safety glass windscreens. Light but accurate steering.

Instant approval is given to the extra refinements in this popular model. The new "Twin Top" silent gear box gives speed and acceleration on steep hills with half the strain on engine and transmission. Wider track and the new chassis frame make for more room and better road holding qualities.

Coupe and Saloon models have Pytchley sliding heads and Triplex Safety glass all round, including window louvres.

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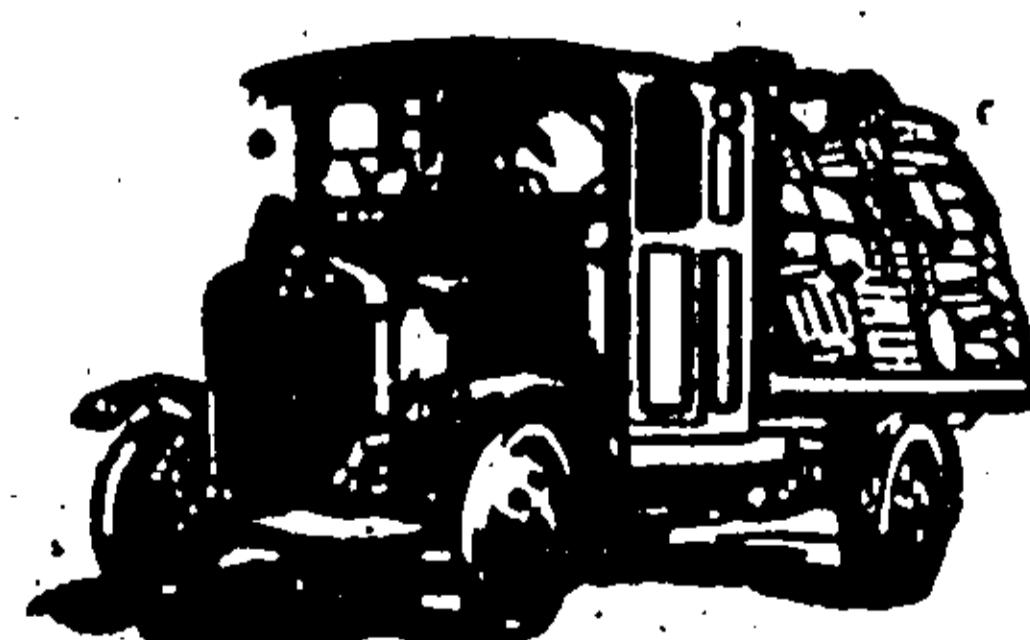
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MOTORING AND MOTORS.

The 20-H.P. Sunbeam.

(By John Pringleau.)

It was with particular interest that I took the latest model of the 20-h.p. six-cylinder Sunbeam over my favourite test-route. The Sunbeam works have produced a fairly large number of types since the war, varying between the now defunct 30-h.p. eight, the excellent 24-h.p. six (about ten years ago), and the 16-h.p. four, but of them all I have always preferred the 20-h.p., partly because its power, size, and weight have always been nicely balanced to produce a car of all-round utility, partly because it has consistently improved. I know an old 16-h.p. four intimately. Its mileage must be well over and it goes, and continues to go, in a manner which compares very well with the performance of quite a number of new sixes I know. I recognise in the behaviour of the 1932 20-h.p. six certain important qualities which give the old four its enviable character.

Some Good Points

The Twenty has not a 20 but a 24-taxed engine, the bore and stroke being 80 by 110, and the cubic content about three and one-third litres. The valves are operated overhead by pushrods and rockers, and the cylinders have liners which, it is claimed, reduce wear to a very large extent. This is an interesting point, as there is no doubt that the necessity for reboiling after, say, 50,000 miles, and fitting oversize pistons, is a serious drawback in high-speed engines. Not all such efficient engines require it, as I happen to know from very pleasant personal experience; but, generally speaking, any but the very best workmanship and material must suffer under high piston speed. With liners which can, if necessary, be renewed from time to time there is no need for new pistons.

The ignition is now by coil and battery instead of by polar inductor or magneto. In one way, at least, I regret this, having a particular affection for the elasticity, so to put it, of a magneto's spark, which is at its hottest and best at high speed. On the other hand, the change has made for better accessibility. It was one of the drawbacks of the old Sunbeam design that the make-and-break of the magneto was difficult to get at in comfort, being too close to the dash. Gas is supplied by a single vertical Zenith carburettor, fed from the fourteen-gallon tank by petrol pump. A sort of header tank is mounted on the dash, holding about half a pint, which enables the engine to be started instantly after the carburettor has been drained for adjustment purposes.

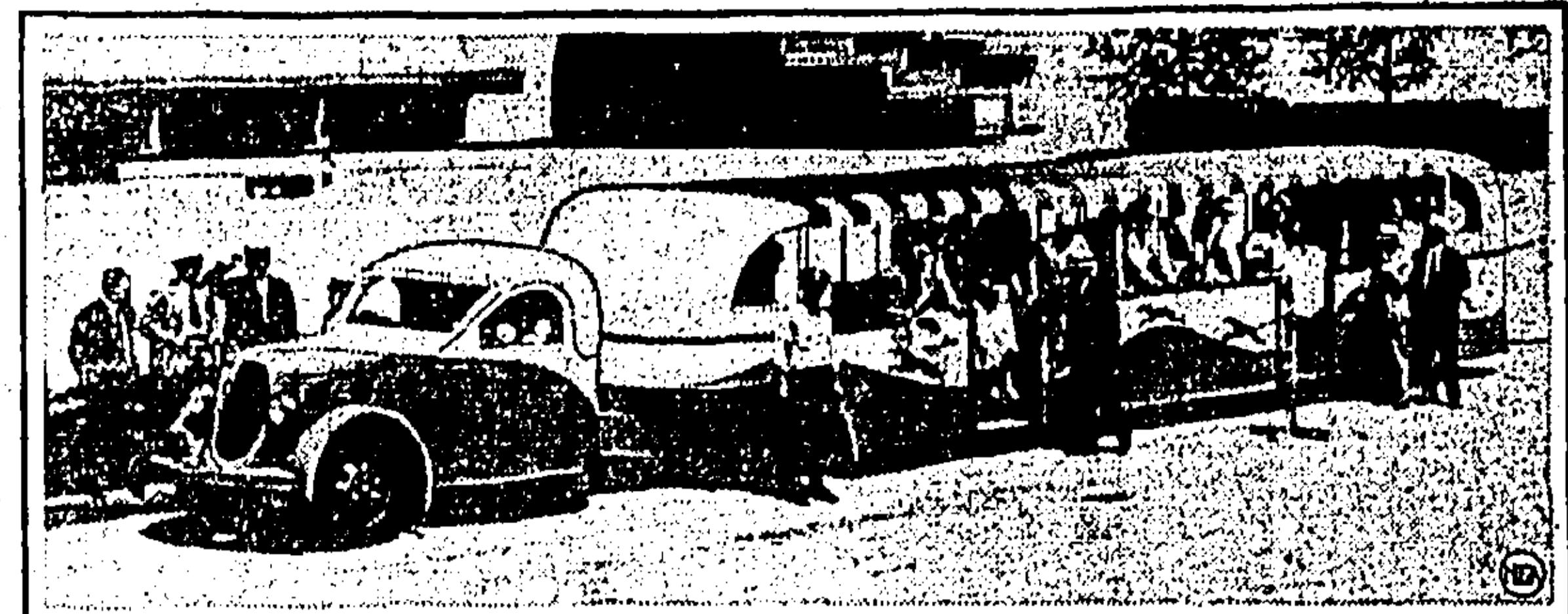
Slow Running

This new Zenith gives the Sunbeam the slowest idle running I can remember—the slowest and the most regular. It is almost possible to count the revolutions per minute by watching the starting-handle notches on the end of the crankshaft. At all events, I estimated the speed at not more than 100 r.p.m. Another excellent new feature is the design of the strangler, which automatically returns to the open position as soon as the engine has started. This is an invaluable improvement, when one thinks of the destructive way in which the cylinders and sumps of many cars are flooded with free petrol every winter's morning because the owner insists upon strangling till the engine is warm.

The four-speed gear-box, which has right-hand control, has the following ratios: top, 5; 3rd, 7; 2nd, 10.2; first, 18.5. This is "silent," and genuinely so. The single-plate clutch gives easy and smooth engagement, and there is no noise for making any noise at all in changing up or down. The lever is comfortably close to the driver's hand, as is the de-brake lever, which lies almost horizontally in the off position. The chassis is lubricated on the centralized system, a single mesh oil-pool opposite the near-side front seat being all that is necessary for a driver's work. A sensible-sized lever to the right of it turns off the petrol-supply. Cooling is by pump, controlled by thermos-tatically-operated shutters.

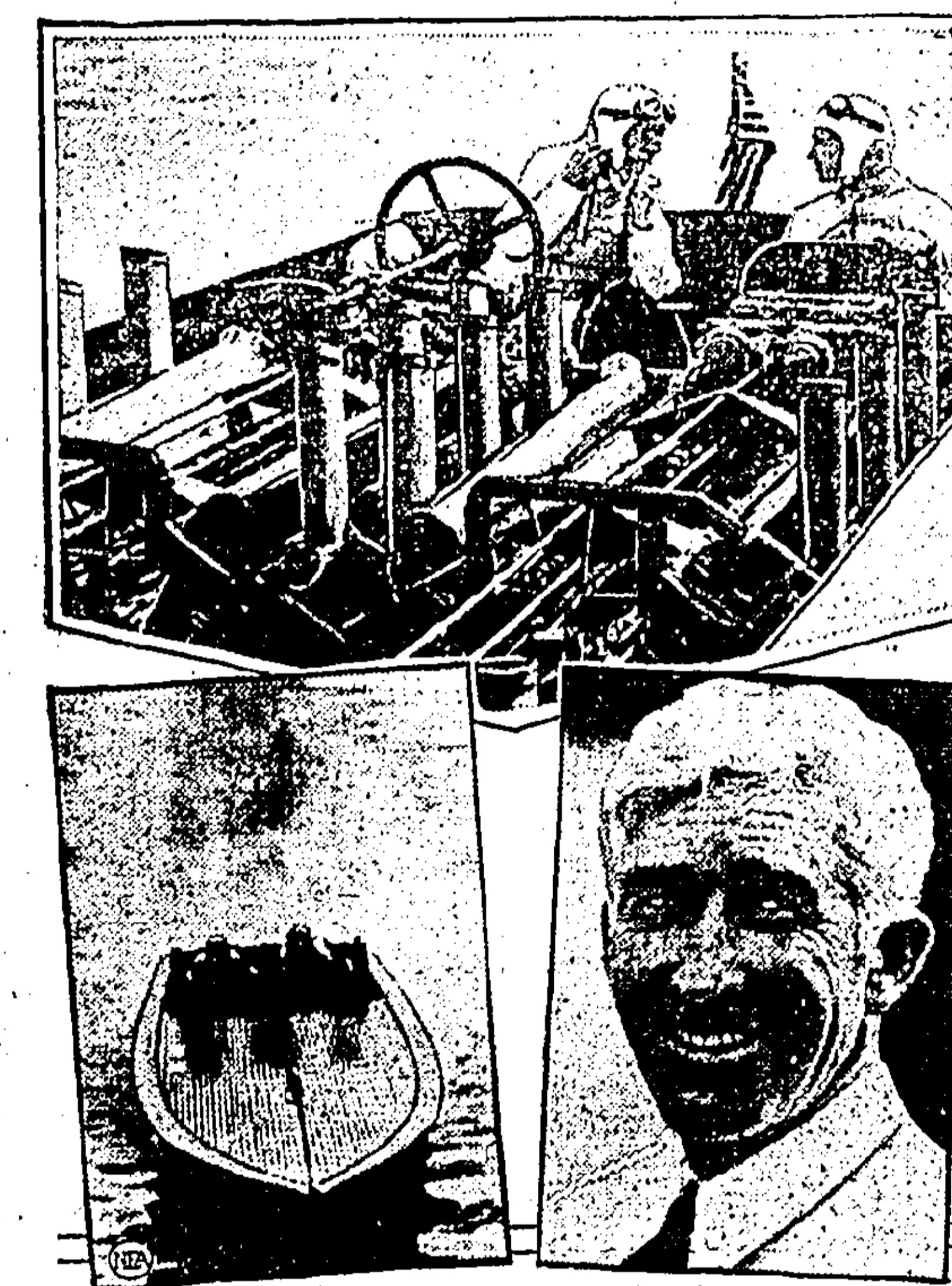
The chief characteristics of the Sunbeam twenty on the road are its liveliness, its swift pick-up, and its unobtrusive behaviour. It is quite fast—I had no difficulty in reaching 78 miles an hour on the level, and the comfortable cruising speed is 60—but its speed is very digestible. At 50 miles an hour you would estimate it at not more than 40, and even with the throttle wide open and the engine working at full pressure there is very little sense of effort. There is a slight sense of timidity re-

BUS FOR WORLD'S FAIR SIGHTSEERS.



Visitors to Chicago's 1933 Century of Progress Exposition will get their eyes full seeing sights from a fleet of buses like the one above, a few of which have already been put in operation. The buses will make a tour of the exposition grounds, stopping at various places. The vehicles will travel over special roads and be directed by a special traffic system put into effect for the duration of the exposition.

GAR WOOD'S RECORD-BREAKING BOAT.



Here are a few shots of America's greatest motorboat speedster, Gar Wood. Above is shown Wood, left, and Mechanic Orlin Johnson, testing out the new boat, Miss America X. Lower left is Miss America IX when she set a new record of 111.32 miles an hour in Florida last winter. Lower right is the latest photograph of the grey-haired speed demon.

(The following article was written for *The Hongkong Telegraph* shortly before the recent contest which Gar Wood won.)

Detroit, Aug. 10

You may see the motorboat speed record of the world go higher than 120 miles an hour this year when Gar Wood, grey-haired authority on that type of racing, and known the world over as a record holder, pilots his newest craft, Miss America X in the Harmsworth Trophy race to be held on Lake St. Clair in September.

Of course, you may have to wait until after the race to see that speed reached, for it will be a contest between Wood's latest craft and Kaye Don, foremost English racer, who recently set a new world's record of 119.81 miles an hour. Such speed is dangerous over a course on which two boats are competing, and speed records have, in the past been set over measured courses with only one boat making the attempt at a time.

Power of 6400 Horses!

But there is enough power in Wood's boat to do that speed on any course. The craft was recently christened at Algonac, Mich., and at that time the noted craft.

out of 100 the average driver would not notice it.

Hill Climbing

It is an excellent hill-climber. I took it up Westerham Hill, starting from the cross-roads at a foot's pace on second. At the end of about twenty yards I changed into third and the car accelerated steadily to 30 miles an hour, a speed it maintained to the end. This is exceptionally good for any car of this weight, and the result compares very well with cars of nearly twice the horse-power. The suspension is satisfactory without being remarkable, but the roadholding is excellent at all speeds.

The steering is light and firm and not too low geared. There is a slight sense of timidity re-

BRAKING POWERS OF CARS.

Results of Official Tests.

From time to time some remarkable statements are made by motorists in respect to the distances claimed they can pull up their car, when travelling on the road. Recently one motorist involved in a court case stated that from a speed of 40 to 45 miles per hour he could stop in 20 feet.

Other statements of a like nature are not uncommon. Such claims are far beyond the stopping powers of any brakes, good as the modern type of four-wheel brakes are.

If many motorists are under the erroneous impression that they can bring their cars to a standstill from 40 m.p.h. in 20 feet, then it is little wonder that motor accidents are on the increase.

With a view to enlightening the optimists, who have such an exalted opinion of the decelerating power of their cars, figures are here cited representing really high-braking efficiency.

Official tests made by the Royal Automobile Club, England, with an 18 h.p. six-cylinder sedan car, equipped with Devandrie vacuum servo brakes—one of the most powerful systems of braking made—gave the following results: At 10 m.p.h., car stopped in 6 ft.; at 20 m.p.h., in 15 ft.; at 30 m.p.h., in 34 ft.; at 40 m.p.h., in 72 ft.; at 50 m.p.h., in 108 ft.

A Rolls-Royce, one of the most powerfully braked cars in the world, can be stopped on dry roads from 30 m.p.h. in about 27 ft.

Of official tests conducted by the English Club with 41 British-made cars, including many makes of small types, the average stopping distance at 30 m.p.h. was 37.3 ft., the average with 12 American cars at the same speed was 34.8 ft., and with 17 Continental makes of cars 36.4 ft.

A Vital Factor

These figures were attained under conditions favourable for quick deceleration, and over a predetermined stretch of road, and with the fore-knowledge that the car was to be stopped.

This is a vital factor, as the element of surprise, which so often obtrudes when brakes are suddenly applied, was absent in these tests.

In most instances where an emergency calls for a sudden and unexpected application of brakes there is a decided physical and mechanical lag before the brakes are brought into contact, consequently it may be reasonably assumed that the distance in which one can stop his or her car at 30 m.p.h., even when brakes are in first-class order, is more likely to be over 40 ft. than under.

It will be noted that this about double the distance some motorists claim they can pull up in, at from 40 to 60 m.p.h.

Over-estimation of the power of brakes on cars or motor trucks constitutes a risk for unwitting motorists. It may easily cause an accident that might be avoided, if the driver had accurate knowledge of the pulling up power of the vehicle handled.

The modern four-wheel-braking systems are remarkably efficient, but they have their limitations, and it is for the careful driver to determine by test on the open road what are the decelerating powers of his or her vehicle, at varying speeds on a dry road.

On wet surfaces the stopping distance will be increased, it is a wise precaution to underestimate the stopping powers of a motor vehicle rather than to

OIL FROM CEDARS

Glenn Parr, Marshfield, Ore. chemist, is said to have perfected a method of extracting lubricating oil from white cedar stumps. He has a plant which is reported to

"HOW TO DRIVE A CAR."**A Valuable Book.**

Although skill in handling a car on the road is acquired mainly by practical experience, a considerable amount of useful and, in some cases, essential knowledge can be obtained from the careful perusal of a suitable text book.

The 12th edition of "How to Drive a Car" has just been published, and the 13 chapters of which it is composed deal exhaustively with every aspect of car driving. Written and revised by the staff of The Motor, the information may be regarded as authoritative and accurate.

Special interest attaches to the chapter dealing with legal matters in which the more important motoring laws are explained in an easily comprehensible manner.

"How to Drive a Car" is obtainable from the publishers, Temple Press Ltd., 5-16, Rosebery Avenue, London, E.C. 1, or from the leading newsagents and book-sellers.

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MICHELIN

BETTER MANNERS ON THE ROAD.

By Sir Malcolm Campbell.

If one were to take a plebiscite of motorists of long experience on the question of road manners, I think a majority would agree that those have improved very greatly during the past two or three years.

At the time when the fall in car prices brought motoring within reach of the million and the roads were invaded by a new army of drivers who had had no previous experience of controlling vehicles of any kind, the standard of road manners fell appallingly low. This was only natural, for you cannot expect the totally inexperienced driver to shape like an old hand all at once.

How They Learn.

It might be thought that, with a steady flow of new recruits to motoring, the general standard would remain stationary, because among them must be a number without any previous knowledge or experience. That, however, is not so.

We have to remember that when the sudden expansion of motoring developed a very few years ago many people who then acquired cars had, never, or seldom, been in a motor-car before. But as the number of cars increases a greater number of people are becoming acquainted, as passengers, with the customs of the road, and are thus being prepared for the time when they will become drivers. As a consequence, we expect a progressive improvement in road manners, and the expectation is fulfilled.

But, even allowing for all that, I never take the road without seeing examples of bad and inconsiderate driving which demonstrate that there is room for further improvement. I still see drivers "cutting in"—a most discourteous as well as dangerous practice. I constantly encounter the driver who will hang on to the crown of a narrow road and drive everybody else down to the edge of the grass verge. Then, too, I meet the one who, when another driver signals that he wants to pass, accelerates and tries to get away.

Sinners Still.

There is not a driving sin that I do not see committed a dozen times in a week. Two years ago, however, I should have had to say a hundred times in the same period.

All the advice that can be given to the new motorist has been repeated many times by myself and by many another, but it is only by constant reiteration of the general spread of that knowledge which brings improvement can be achieved. The whole subject boils down to a single golden rule: Behave towards every other road user, whether a wheel or on foot, as you would like him to act if the positions were reversed.

It is no more difficult to drive a modern motor-car than to walk rapidly along a crowded pavement.

All the driver has to do is to pay attention to the road and keep out of trouble. He must concentrate on the road, and he should, where possible, keep a hundred yards of it in view. Many new drivers keep their eyes glued on the road ten or fifteen yards in front of the car, and anything that is happening farther away comes as a shock when they reach the spot. If you do as I suggest, you will never be caught napping, because the hundred-yards view gives you plenty of time to pull

up. This may sound rather like trying to teach grandmother to suck eggs, but my remarks are intended for the novice.

Don't Be Kerb-shy.

Keep as close to the near-side edge of the road as traffic conditions permit, leaving plenty of room for vehicles to pass in either direction. One of the commonest offenders against the code of good manners is the kerb-shy driver, who apparently is profoundly unhappy unless he has six feet of road between his car and the left edge.

It is possibly not so much to blame as some of us think. We all know that from the driving seat of any car the near side edge of the road seems very much closer than it is, and in the case of the modern low-hung body, in which the near wing cannot be seen, this is greatly accentuated. Only experience will show that when one thinks the car is close to the verge it is in fact four or five feet away.

A Useful Gadget.

Cars of this character should be fitted with the light ball-surrounded standards attached to the front wings which give the driver something to go upon. I hate them, but they are undeniably useful to the novice.

Sound your horn on all necessary occasions, but do not overdo it. The driver who hoots in and out of season either suffers from nerves or ought not to be driving or he is one of those inconsiderate people who want a monopoly of the road and use their horns as a signal for everything else to get off it.

The horn is intended to let others know that you are coming, so that they may exercise proper caution. It is not a "clear the road" signal, although some seem to think that "I sounded my horn" is a good defense to any charge brought against them.

In passing cyclists, give them plenty of room. You never know what they are going to do, and a foot or so may make all the difference. It is certainly all the difference between courtesy and bad manners.

If you are approaching a road obstruction and other vehicles are held up waiting for you to pass, accelerate and get the passing over with the minimum of delay. Some drivers seem to take pleasure in slowing down in such circumstances. And when you have made up your mind to pass another car and have signalled your intention, put your foot down and pass quickly. Don't shilly-shally and then, after making several tentative bites at it, go by.

Behave towards every other road user, whether a wheel or on foot, as you would like him to act if the positions were reversed.

Be Sure: Then Go.

Make up your mind what you are going to do on all occasions and then do it. But don't make up your mind until you are sure it is safe. If you only think you can get through a gap in the traffic, don't try; the few seconds lost will not matter. If you are sure you can do it, then go ahead and don't fool about.

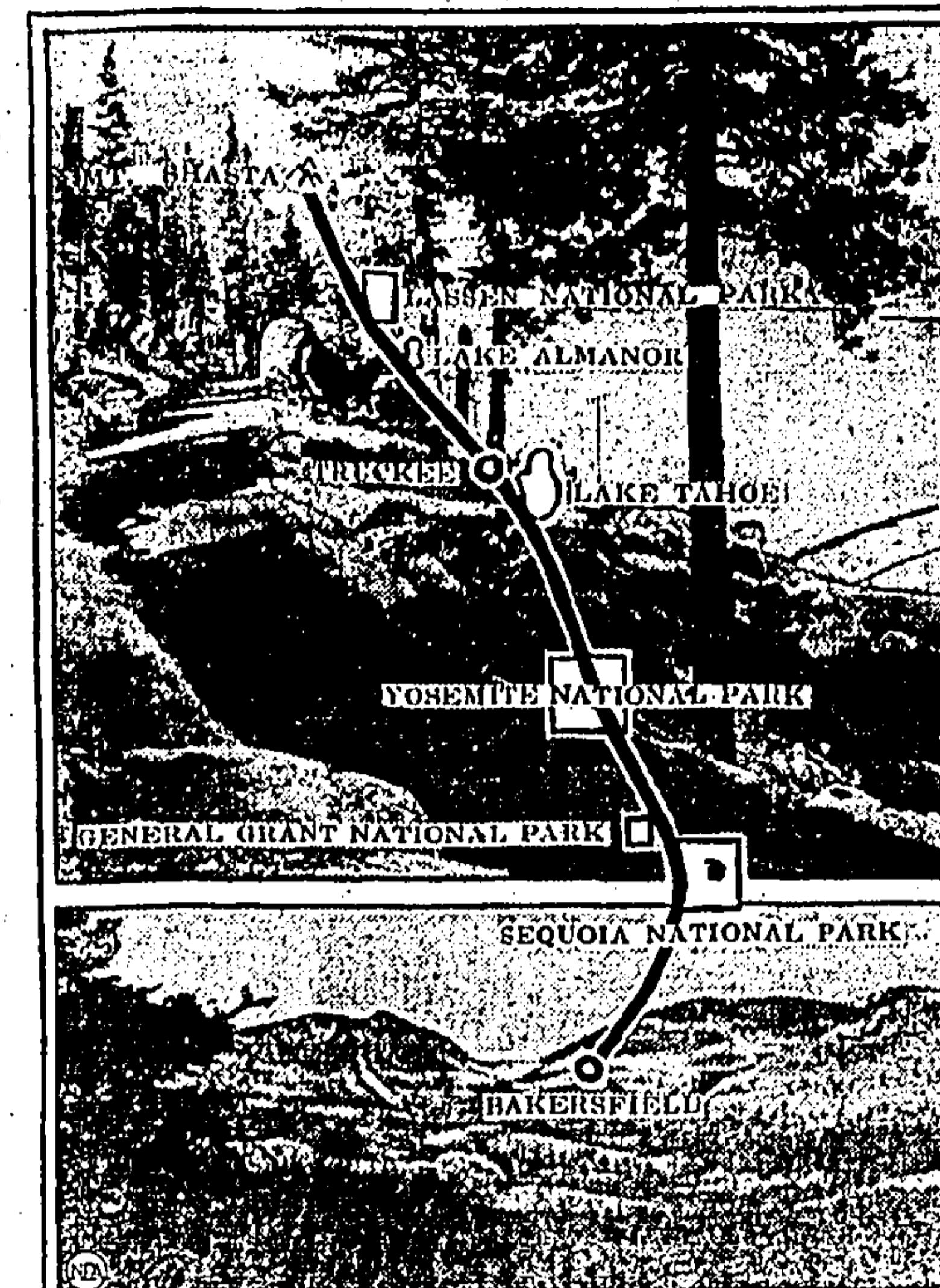
Don't be too insistent on your rights. You may have the right of way, but the other fellow who declines to give way may be even less experienced than yourself. Or he may be a road-hog and it will be very small satisfaction to you or to your insurance company to know that you were involved in an accident through being right!

BROKEN MUD-GUARDS.**The Possibilities of Rubber.**

Judging by the number of battered, bent and crumpled mudguards seen on cars, there is room for improvement in driving on the part of many motorists. No doubt most of the damage is the result of contact with gate posts, garage walls, etc., and an outcome of minor collisions when parking or in congested road traffic.

Whatever the cause, nothing looks more unsightly or spoils the appearance of a smart car than the crumpled up ends of mudguards.

Considering the great strides made in the use of rubber in the assembly of the modern car, from windscreen rubber to shock absorbers and engine bearers, it is surprising that some method has not yet been evolved of incorporating

CALIFORNIA'S NEW SIERRA WAY."

Climbing to a height of 10,000 feet, California's "Sierra Way," through the heart of the state and connecting many national parks, will cover the general course shown on the map above. In the upper picture is shown Huntington Lake, a side trip from the Sierra Way. Lower photo shows Kaiser Crest, near which the new highway will run.

Fresno, Calif., Aug. 10.

The famed Appian Way, the road constructed by ancient Romans 2200 years ago, will have its counterpart in the United States in the Sierra Way, a road now under construction in this state which will take motorists through the Sierras and into huge forests of redwoods.

The new highway will run a length of 800 miles through territory almost virgin, and under towering mountains whose tops are now covered.

The Sierra Way was planned and designed by the Forest Service to connect up National Park sections in the state. About 50 per cent of it is now completed to current major highway standards, and the remainder is expected to be finished before long.

The new highway starts at the base of Mount Shasta, after leaving U. S. Highway 99. It continues along the range of Sierras, through timbered land where a motorist desire, a short trip into the backwoods can be made to see logging and milling operations.

In California Backwoods

Ever climbing and descending, the highway continues on to Lake Britton and across Pit River on a huge concrete dam built to create electric power for metropolitan centres miles away.

From land of virgin timber, the highway runs into a land of striking contrast—a devastated area caused by molten lava flowing from Mount Lassen volcano during its last eruption.

Then into Mount Lassen Volcanic National Park. The highway reaches an elevation of about 8000 feet in the park and, from this

soft rubber ends to mudguards, shaped and stiff enough to retain under wind pressure the desired contour, yet sufficiently pliable to compress, when a guard strikes any object.

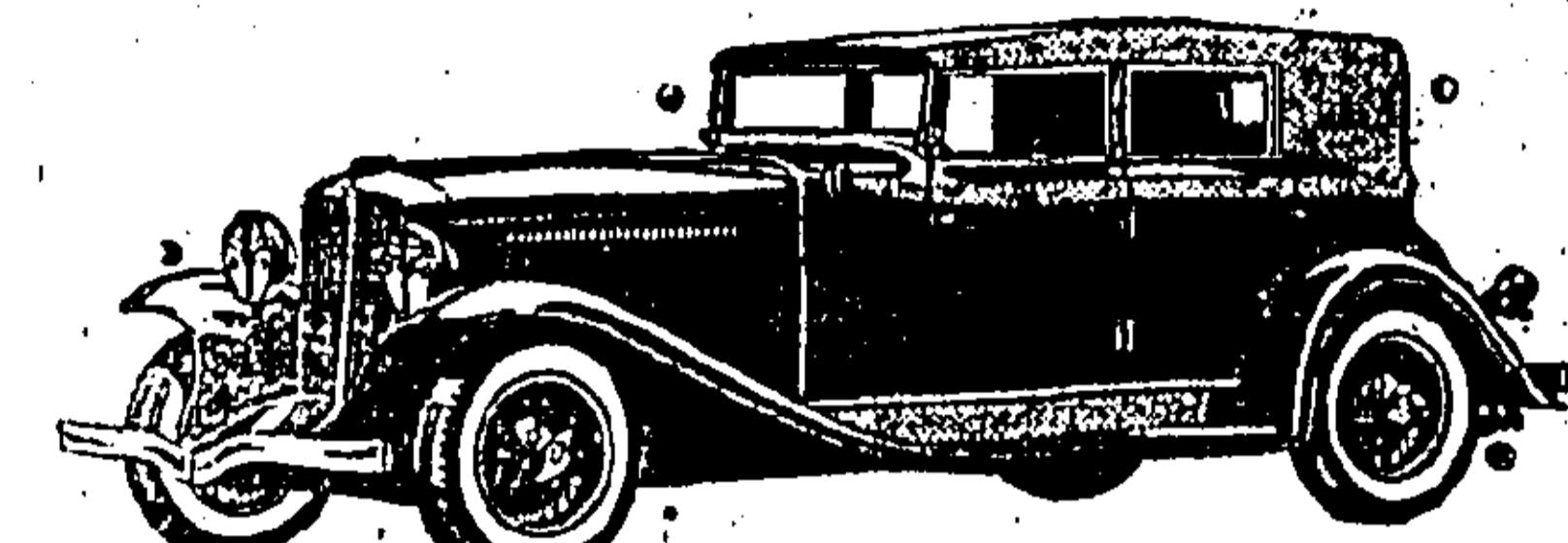
There would be no worry about enamel chipping off as on metal wings, for rubber guards, if practicable, could be easily made of coloured rubber of any shade. Bumper-bars, while affording a certain degree of protection to cars from front and back collisions, do not, judging from the cars one sees in the streets, always prevent guards from injury.

The most vulnerable part of a car is undoubtedly the mudguards, and the battered appearance of so many points to the need of not only more care on the part of many motor drivers, but also indicates the opening there is for the use of more suitable material than is at present used in the construction of mudguards.

Rubber guards appear to offer a solution, but nothing has yet been commercially achieved in that direction. It would be interesting to know whether it is for want of trying, or because the problem cannot be solved by the means suggested, that no move has been made towards evolving a nondentable mudguard.

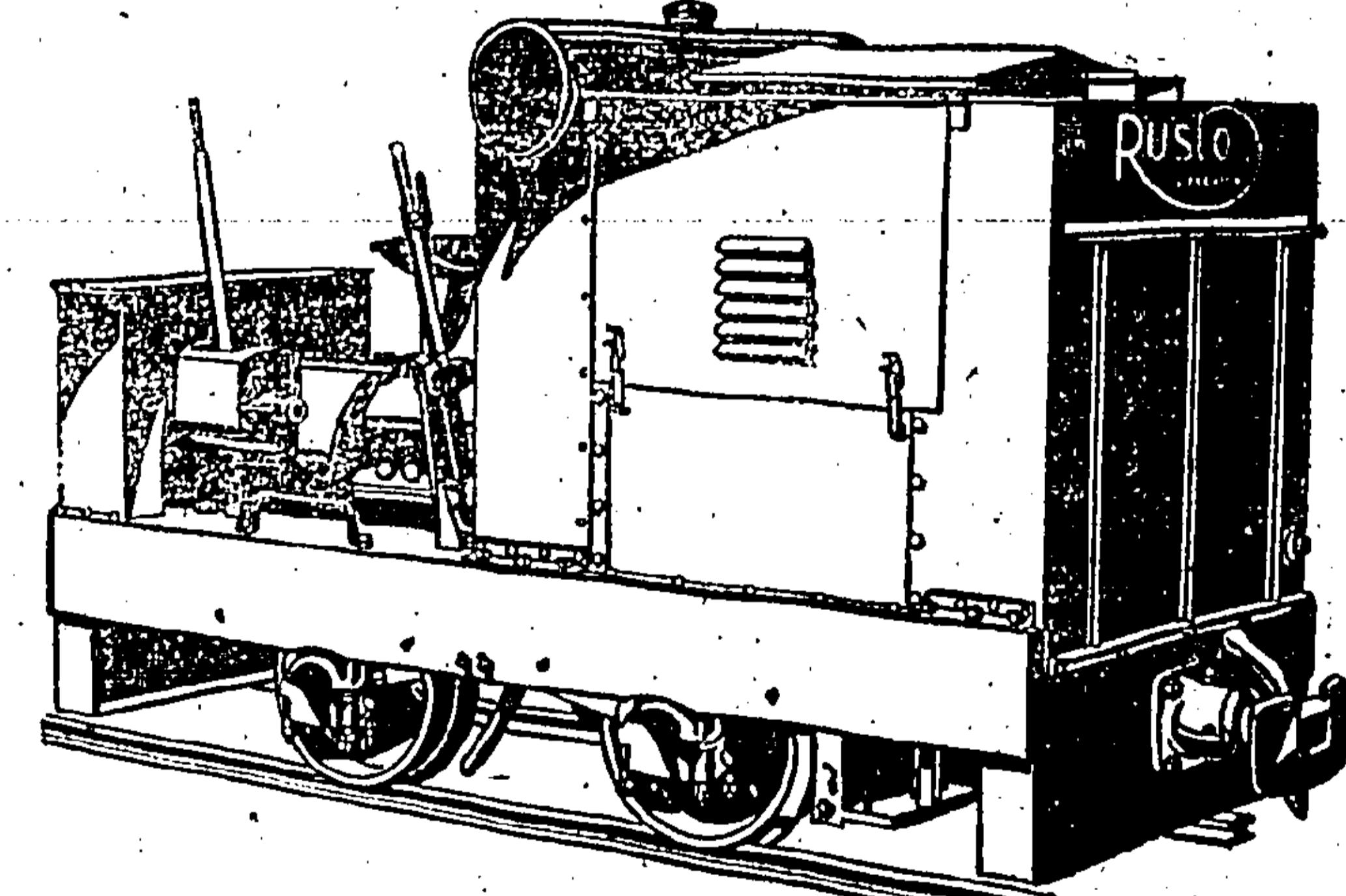
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Tel. 27452.

Sierra at an elevation of about 10,000 feet. A series of national parks are encountered—Yosemite, General Grant and Sequoia. The parting scenic grandeur is had just before the highway connects with U. S. Highway 99. It ambles along the Kern River and meets the highway at Bakersfield.

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BRITISH CRUDE-OIL LOCO**

Fitted with a high-efficiency Crude-Oil Engine, this loco will do as much work as a petrol or paraffin loco of much greater rated b.h.p. Users of RUSTON loco's find that fuel bills have been reduced to such a degree that they are almost negligible.

Engine starts from cold by hand.
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STARTING TO-MORROW NIGHT.A Tempest of Action
and Romance!**The HOOD**with
ELEANOR BOARDMAN
MONTY BLOK
Directed by JAMES TIRLINGStalls 35 Cts. Circle 50 Cts.
Boxes \$1.00. WE PAY TAX.QUEEN'S FROM THURSDAY,
SEPT., 22nd.**ANOTHER MIRACLE
PICTURE BY THE
CREATOR OF
"TRADER HORN!"***"He Knew Only
the Law of the
Jungle"*to
seize
what
he
wanted!You'll
thrill
when you
see the
superb
swimming
Adonis,
Johnny
Weissmuller,
as
Tarzan!JUNGLE THRILLS!
Amazing beyond belief, what you
will see! A giant white man,
Tarzan, King of the Jungle! Fights
with lions, huge apes, crocodiles, fierce natives, a thousand
other thrills!ELEPHANT STAMPEDE!
The most exciting scene ever
shown on the screen! A vast
herd of wild elephants led by
Tarzan in a new kind of jungle
war! It's terrifying! It's un-
believable!PRIMITIVE LOVE!
Would you live like Eve if you
found the right Adam? See how
that question is answered in a
romance that will leave you
breathless!with Johnny
WEISSMULLER
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O'SULLIVAN**THE
APE
MAN**with Johnny
WEISSMULLER
Neil HAMILTON
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Maureen
O'SULLIVAN**WHEN IS LOCAL TENNIS GOING TO IMPROVE?****STATIONARY
STANDARD
OF PLAY****ADVANCE RESTS
ON L.T.A.****METHODS WHICH
MIGHT PROVE
USEFUL**

(By "Veritas".)

TENNIS, the game in which one constantly searches for an improvement in the general standard, chiefly because its individuality and the competitive spirit it engenders, lends itself to evolutionary development, has, in Hongkong during the past year, witnessed the usual growth in popularity, but has seen little or no advance in its standard of play.

The causes for this are rather obvious. So much so, in fact, that it is a source of wonder to many who are keenly interested in the development of the game in the Colony, why no steps are taken to effect such an improvement.

The leading players set a fair standard, but the general level is not what it could, or should be. The open championships in March and the League tennis, during the summer months both conclusively proved that the development of the game towards a higher par of excellence is being arrested. The Colony's first half a dozen players have displayed no advancement beyond the stage exhibited two years ago, and the younger exponents have, for the most part, remained content to approach the game in a rather desultory and detached manner, with little or no endeavour to achieve progress beyond that necessary to maintain their places in the League teams.

AMBITION REQUIRES.

If local tennis is to remain a worthy contemporary of the game, even in such places as Shanghai, Manila and Singapore, action is necessary to change the existing disinterestlessness of the Hongkong players. By this I am not advocating the practice of pot-hunting, but merely urging the younger players to become ambitious, setting themselves to reach a goal, higher if possible, than that achieved by their predecessors.

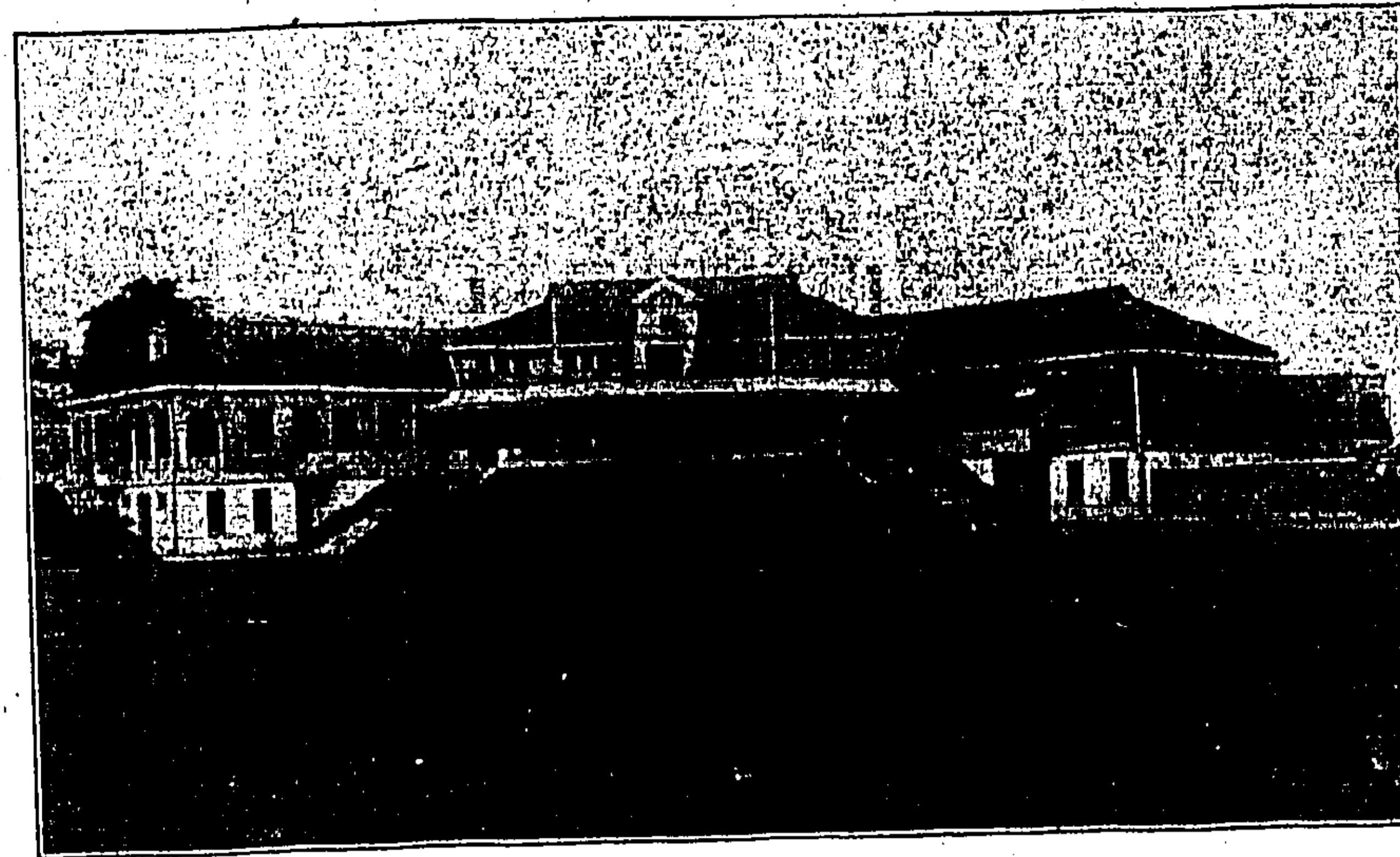
The Lawn Tennis Association is now the father of the game in Hongkong and it is through this body that local tennis can receive the stimulus so necessary to its future. The L.T.A. must give encouragement to the young players and that encouragement must be of an official character.

The presence in Hongkong of a first-class coach, bearing English L.T.A. credentials, would, of course, present an easy solution. On the other hand, the local Association could do much in the way of raising the standard of play by holding official trials in which the most promising of our youthful talent would be pitted against the Colony's leading players. Then there is the idea (enthusiastically supported by Mr. E. D. Andrews, the famous British player when he visited Hongkong in 1931) of this Colony, in conjunction with Shanghai, Singapore and Japan, inviting the International Club to send out a representative team to the Far East where it could engage local players. The value of such a contact to our racket-wielders cannot be overestimated.

PLAYERS OF PROMISE.

The year has proved at least (if any proof was needed) that tennis stands as one of the most popular forms of sport in the life of the Hongkong community. The constant interest displayed in the League indicates that the competitive spirit is still very much alive. The players need only another stimulant—that of studying the game with the laudable aim of improving, not only individually, but as a whole, the standard of play in Hongkong.

There is not the slightest doubt that there are players with both the keenness and the



AN IMPOSING STRUCTURE.—Obtaining a majestic view of the whole playing ground, the new Kowloon Cricket Club pavilion presents a magnificent structure as this picture illustrates. The grass terraces, verandas and roomy scoring box are features of the building, which was to have been officially opened this afternoon, but which has been postponed until next Saturday account of the weather.

**KOWLOON RUGBY CLUB
TO REMAIN****HAPPY DECISION
MADE****EFFORTS TO WIPE
OFF DEBT**

Members of the Kowloon Rugby Club courageously faced the problem of an adverse financial balance and the possibility of the club going out of existence at the annual meeting held in Y.M.C.A., last night, and after discussion, in the course of which the whole of the difficulties confronting them were dealt with, it was decided to carry on.

Mr. H. A. Angus, assistant secretary, explained the financial position which showed an adverse balance and added that he thought they should be able to clear off their debt before they settled down. If they increased their annual subscription to \$10.

Dr. J. E. Cogan thought they might be able to obtain a grant or something on the matches they played.

Mr. Angus: There is every possibility of being out of debt within another five months.

The Chairman: Is it the opinion of the meeting that we carry on the rugby club or that we do not?

The motion was put and carried unanimously.

Officers Elected.

The following officers were elected: Capt. Mr. J. J. Ferguson; vice-capt. Dr. J. E. Cogan; secretary, Mr. H. D. Angus; assistant secretary, Mr. H. A. Angus; selection committee, Messrs. J. J. Ferguson, F. D. Angus, D. C. Wilson, J. E. Wilson and Dr. Cogan.

It was decided that matches and practices be held on Mondays, Thursdays and Saturdays.

Mr. Angus: There is every possibility of being out of debt within another five months.

The Chairman: Is it the opinion of the meeting that we carry on the rugby club or that we do not?

The motion was put and carried unanimously.

**CHICAGO CUBS GO WELL
AHEAD****Six Games Up with Nine
to Play**

New York, Sept. 16.—Chicago Cubs to-day nosed out the revitalised Phillies and now require only five wins to make quite certain of the pennant. Their success to-day was due to a circuit clout by Hartnett.

In the American, New York won again and the Athletics and Washington returned to winning vein. Simmons hit a home run to give the Athletics victory over St. Louis who shaped exceedingly well but could not provide the big punches.

Results:

NATIONAL LEAGUE.

Philadelphia	2	9	2
Chicago	3	7	1

No play in the other matches scheduled owing to rain.

AMERICAN LEAGUE.

Chicago	1	5	1
New York	4	10	0
Cleveland	2	9	3
Boston	6	9	0
Detroit	3	3	0
Washington	8	10	2
St. Louis	2	8	0
Philadelphia	3	6	0

Results:

NATIONAL LEAGUE.

Chicago	80	50	.680
Pittsburg	79	64	.553
Brooklyn	77	60	.527
Philadelphia	74	71	.510
Boston	73	73	.500
New York	65	77	.461
St. Louis	68	78	.458
Cincinnati	58	88	.390

Results:

AMERICAN LEAGUE.

New York	102	44	.690
Philadelphia	89	56	.614
Washington	86	55	.598
Cleveland	82	62	.570
Detroit	69	73	.490

Results:

NATIONAL LEAGUE.

Chicago	80	50	.680
Pittsburg	79	64	.553
Brooklyn	77	60	.527
Philadelphia	74	71	.510
Boston	73	73	.500
New York	65	77	.461
St. Louis	68	78	.458
Cincinnati	58	88	.390

Results:

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New York	102	44	.690
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Chicago	80	50	.680
Pittsburg	79	64	.553
Brooklyn	77	60	.527
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St. Louis	68	78	.458
Cincinnati	58	88	.390

Results:

AMERICAN LEAGUE.

New York	102	44	.690
Philadelphia	89		



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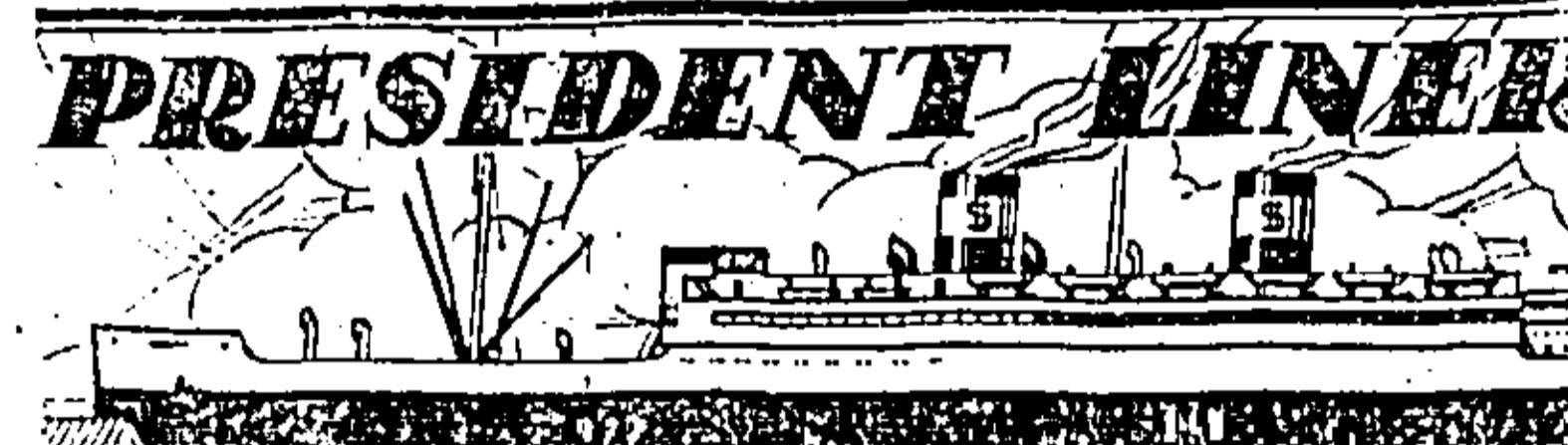
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Pres. Wilson Oct. 11 Pres. Taft Oct. 15
Pres. Hoover Oct. 26 Pres. Jefferson Oct. 29

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Pres. Garfield Sun., Oct. 2. Pres. Adams Sun., Oct. 30

TO MANILA

Next Sailing Pres. Van Buren Sept. 18.

Pres. Coolidge Sept. 20 Pres. Garfield Oct. 2
Pres. Cleveland Sept. 24 Pres. Wilson Oct. 4

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Hongkong

G. E. HUYGEN

CHATON

LEAP YEAR BRIDE

(Continued from Page 3.)

"I were dead!" Her voice fell on a broken sob.

"So you wish you'd never married me! I don't forget it was your idea. I didn't ask you to marry me! Have you forgotten that?"

Cherry cried out as though at a blow. "You could say that!" she gasped. "I suppose you never loved me at all? You made me believe you did. You made me think you wanted to marry me—oh, I wish you'd go away! I wish you'd leave me alone—!"

She sank to the davenport and buried her head in the cushions. Cherry was weeping uncontrollably now. Her shoulders rose and sank with great sobbing sobs.

For a moment Phillips stood looking down at her. Then he crossed the room, picked up his coat and hat. An instant later the hall door opened and shut.

Cherry did not know how long she lay there. She knew Dan had gone but she did not stir. Gradually her sobbing became more quiet and then stopped altogether. She got to her feet, crossed the room and fumbled mechanically in a bureau drawer for a fresh handkerchief. Her eyes were swollen and red. Cherry caught a glimpse of herself in the mirror and was shocked for an instant because she did not recognize herself.

Upstairs the radio was still turned on and a man was singing. A crooner whose weekly salary was fabulous. The song was a popular one and Cherry had heard it often before. The words were appropriate:

"After I was sold on all the tales you told
Didn't you let your kisses turn from hot to cold?
Was that the human thing?"

The song ended on a dissonant note. Perhaps the owner of the radio disliked the ballad or perhaps he was only leaving the apartment to go to a belated dinner. At any rate the radio was silenced.

It was curious how that silence affected the working of Cherry's mind. She was still dazed by the timeliness of what had happened. Dan had come and gone away. She was never going to see him again. Dan was leaving her for Brenda

CRUSHED TO DEATH.

YOUNG MAN KILLED BY FALL OF BOULDER

A sequel to the death of Cheng Tak-hol, who was killed at West Point on August 28, was heard in the Coroner's Court yesterday, before Mr. W. Schofield.

Consequent on the heavy rains late in August, a boulder broke loose from the Peak and, tearing down the hillside, crashed through the house in which the deceased was staying.

The Government Medical Officer, Dr. R. S. Bogbie, gave evidence that death was caused by extensive head injuries and shock. The body was badly mutilated.

After the medical evidence, the Coroner and the jury visited the scene of the accident.

The hearing was adjourned.

Vail.

The words shaped themselves in her consciousness. She said them over to herself and yet they meant nothing. Dan was gone. He wasn't coming back again. He didn't love her—had never loved her.

Cherry began to move about the room nervously. She picked up the newspaper. Dan had thrown aside, folded it and placed it on the table. She straightened the cushions on the couch.

"But I can't stay here," she told herself suddenly. "I've got to do something—go away. I've got to make plans!"

All at once she was consumed with feverish energy. She pulled on her hat and coat, caught up gloves. Then she was hurrying, almost running down the stairs.

"Telephone," was the word that repeated itself in Cherry's mind. Yes, she must find a telephone.

There was one on the table in the entrance hall but she swept past it. Out in the night the cold wind struck her face and blew her coat back. She bent against the wind, walking rapidly.

It was almost an hour later that Cherry stood in the telephone booth of a corner drug store. She gave a number, waited for the answering voice. It came at last.

"Max!" the girl cried eagerly. "I've got to see you!"

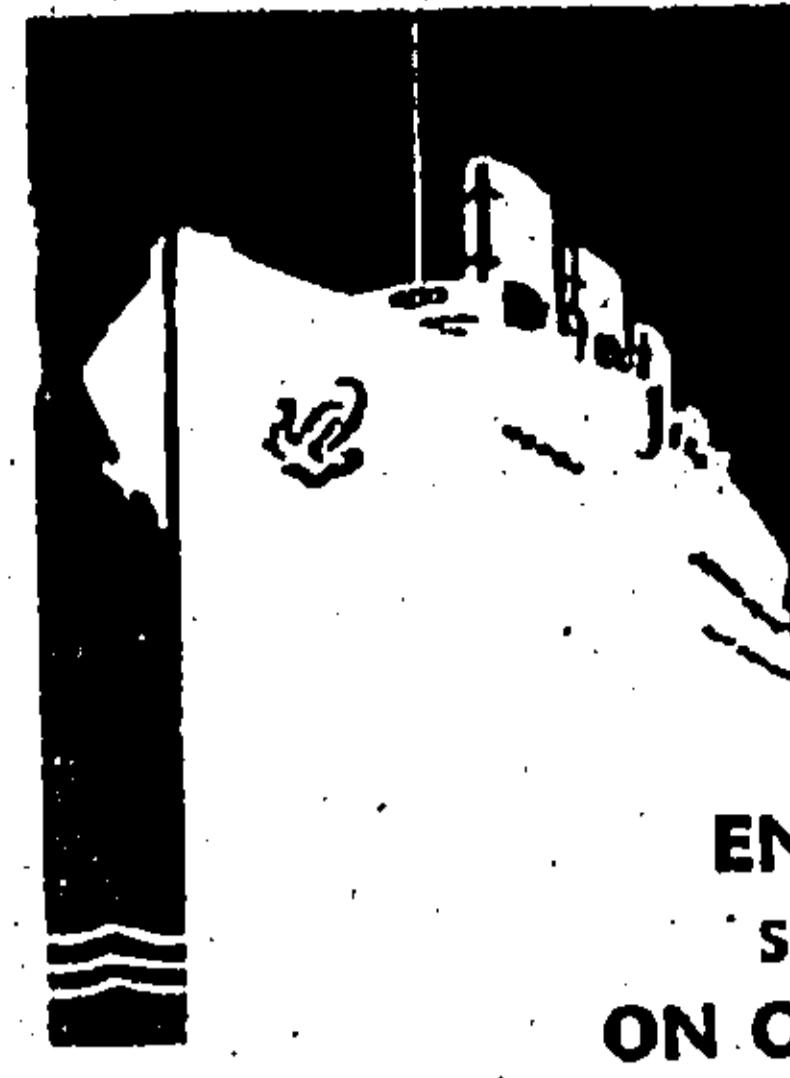
(To be continued.)

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Calcutta via Singapore, Penang & Rangoon
Rangoon Maru Thurs., 29th Sept.
Tango Maru Tuesday, 11th Oct.
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(NDL) S.S. "Isar" 13th Oct. Mar., Oran, C'blanca, G'gov, Havre, L'don, A'dam, R'dam, H'burg, Bremen.

15th Sept. (HAL) M.S. "Burgeland" 14th Oct. Genoa, Marseilles, R'dam, H'burg.
25th Sept. (NDL) S.S. "Coblenz" 22nd Oct. Genoa, B'lona, Lisbon, A'dam, R'dam, H'burg, B'men.
29th Sept. (HAL) M.S. "Rheinland" 8th Nov. Genoa, Marseilles, Havre, Antwerp, R'dam, H'burg.

NDL Hongkong/New Guinea service: S.S. "BREMERHAVEN" 26th September, 1932, to RABAUL and ports.

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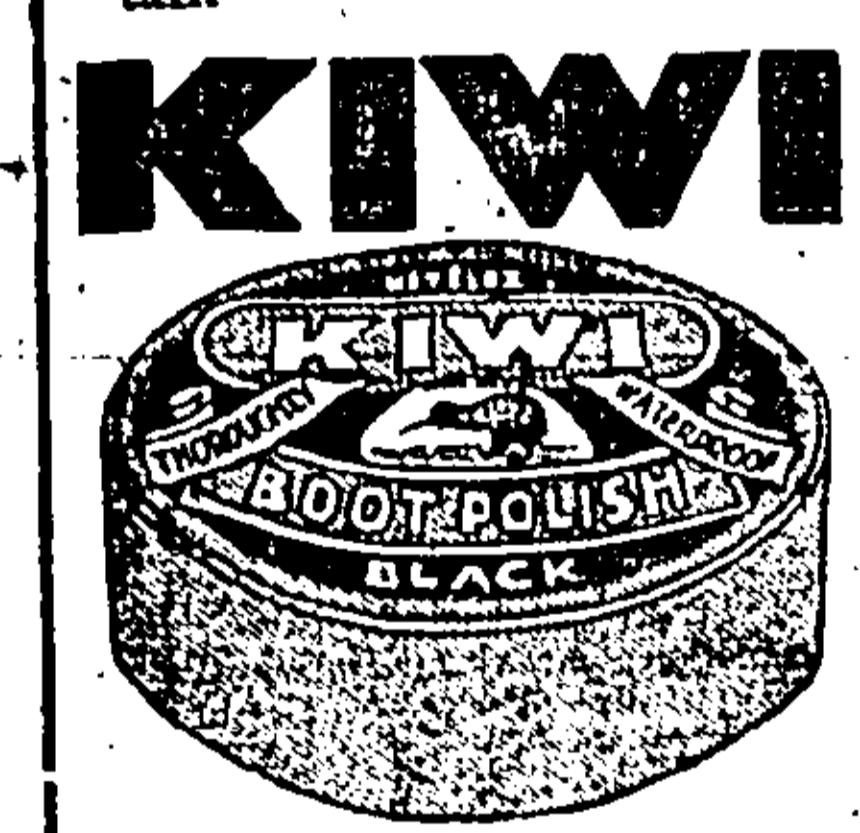
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whence delivery may be obtained.
Goods not cleared by the 22nd September, 1932, will be subject to rent.
Damaged packages must be left in
the Godowns for examination by the
Consignee's and the Co.'s representa-
tives on any Tuesdays and Fridays, at
2.30 p.m. within the free storage
period. For the examination of
damaged dutiable goods, the
consignees must arrange for a Revenue
Officer to be present.
All claims must be presented within
in ten days of the steamer's arrival
here, after which date they cannot be
recognized.
No claims will be admitted after
the goods have left the Godown.
No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 14th September, 1932.

CONSIGNEES' NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship,

"Lieutenant Saint Loubert Ble"
Arrived Hongkong on Monday,
the 12th September, 1932.
From DUNKIRK, ANTWERP,
LONDON, ROTTERDAM & via
SHANGHAI.

Consignees of Cargo by the above
named steamer are hereby informed
that their goods with the exception of
Opium, Treasure and Valuables are
being landed and placed at their risk
in the Godowns of the Hongkong
Kowloon Wharf and Godown Co. Ltd.
Kowloon, whence delivery can be
obtained as the goods are landed.
Goods not cleared within 7 days
including date of arrival, will be
subject to rent.

All claims must be sent to the
undersigned before the Thursday, the
22nd September, 1932, or they will not
be recognized.

Damaged packages must be left in
the Godowns for examination by the
consignees, and the Company's Surveyor
Messrs.—Goddard & Douglas
at 10.00 a.m. on Saturday, the 17th
September, 1932. Consignees must
have a Revenue Officer in attendance
when damaged dutiable goods are
examined by the Company's Surveyors.

No claims will be admitted after
the goods have left the Godowns.
No Fire Insurance will be effected
by us in any case whatever.

R. OHL,
Agent.
Hongkong, 12th September, 1932.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"D'ARTAGNAN"

Arrived Hongkong on Tuesday,
the 13th September, 1932.
From MARSEILLES & C.

Consignees of Cargo by the above
named steamer are hereby informed
that their goods with the exception of
Opium, Treasure and Valuables are
being landed and placed at their risk
in the Godowns of the Hongkong
Kowloon Wharf and Godown Co. Ltd.
Kowloon, whence delivery can be
obtained as the goods are landed.
Goods not cleared within 7 days
including date of arrival, will be sub-
ject to rent.

All claims must be sent to the
undersigned before the Friday, the
23rd September, 1932, or they will not
be recognized.

Damaged packages must be left in
the Godowns for examination by the
consignees, and the Company's Surveyor
Messrs.—Goddard & Douglas
at 10.00 a.m. on Monday, the 19th
September, 1932. Consignees must
have a Revenue Officer in attendance
when damaged dutiable goods are
examined by the Company's Surveyors.

No claims will be admitted after
the goods have left the Godowns.
No Fire Insurance will be effected
by us in any case whatever.

R. OHL,
Agent.
Hongkong, 13th September, 1932.

THE BEN LINE STEAMERS, LTD.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON
and STRAITS.

The Steamship,

"BENVORLICH"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns
of The Hongkong and Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after the 20th September, 1932, will
be subject to rent.

All claims against the steamer
must be presented to the Undersigned
on or before the 4th October,
1932, or they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
19th September, 1932, at 10 a.m., by
Messrs. Goddard and Douglas.

To comply with the General Bonded
Warehouse Regulations, consignees
must have a Revenue Officer in
attendance when damaged dutiable
goods are examined.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by GIBB, LIVINGSTON & CO., LTD.
Agents.

Hongkong, 13th September, 1932.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA)

From EUROPE and STRAITS.

The Steamship,

"HAZOKAZI MARU,"

having arrived from the above ports,
Consignees of Cargo are hereby informed
that their Goods are being
landed and placed at their risk in the
Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon,
whence delivery may be obtained.

Goods not cleared by the 22nd September, 1932, will be subject to rent.

Damaged packages must be left in
the Godowns for examination by the
Consignee's and the Co.'s representa-
tives on any Tuesdays and Fridays, at
2.30 p.m. within the free storage
period. For the examination of
damaged dutiable goods, the
consignees must arrange for a Revenue
Officer to be present.

All claims must be presented within
in ten days of the steamer's arrival
here, after which date they cannot be
recognized.

No claims will be admitted after
the goods have left the Godown.
No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 14th September, 1932.

GERMANY'S CLAIM.

REALISATION BY GENERAL REDUCTION OF ARMS

London, Sept. 16.

The recognition of Germany's
claim to military equality is strongly
urged by Lord Cecil, who de-
clares that the claim must be real-
ised by reducing the armaments of
others and not by increasing Ger-
many's.

Sig. Grandi's proposals, recently
endorsed by Signor Mussolini,
combined with Mr. Hoover's sug-
gestion, says Lord Cecil, are cer-
tain of overwhelming acceptance on
one condition, namely their whole-
hearted support by the British
Government.

The world awaits leadership
from Britain, asserts Lord Cecil.—
Reuter's Special.

Damaged packages must be left in
the Godowns for examination by the
consignees, and the Company's Surveyor
Messrs.—Goddard & Douglas
at 10.00 a.m. on Saturday, the 17th
September, 1932. Consignees must
have a Revenue Officer in attendance
when damaged dutiable goods are
examined by the Company's Surveyors.

No claims will be admitted after
the goods have left the Godowns.

No Fire Insurance will be effected
by us in any case whatever.

R. OHL,
Agent.

Hongkong, 12th September, 1932.

CONVERSION LOAN

LAUNCHING OF MAMMOTH FRENCH SCHEME

Paris, Sept. 16.

A huge French conversion loan
has been launched with interest
at 4% per cent. and affecting a
capital of 85 million francs, com-
prising 5 per cent. rentes 1915/16
to 1928, 6 per cent. rentes 1920 to
1927, 6 per cent. bonds 1927, and
7 per cent. treasury bonds 1927.

The Bill giving the necessary
authority will be introduced at a
special session of parliament to-
day.—Reuter's.

LABOUR IN GERMANY.

FORTY-HOUR WEEK PLAN OF HERR VON PAPEL

Berlin, Sept. 16.

German industries are to have a
forty hour week, according to the
amplification of Herr Von Papen's
economic programme issued to-
day.

Despite the curtailment in working
hours, wages will remain
untouched. Employers who reduce
hours of labour and increase their
staffs will receive four hundred
marks for each extra man.—Reuter's
Special.

No claims will be admitted after
the goods have left the Godowns.

No Fire Insurance will be effected
by us in any case whatever.

R. OHL,
Agent.

Hongkong, 13th September, 1932.

CANTON AGENTS

for

The Hongkong Telegraph.

THE SHAMEEN PRINTING PRESS, LTD.

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Tel. 12037.

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Paste and Liquid Wax Polishes

Unsurpassed for

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and for any other purpose where
high gloss, and a dustfree hard
wax surface is desired. • • •

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PLASTER
POLISH



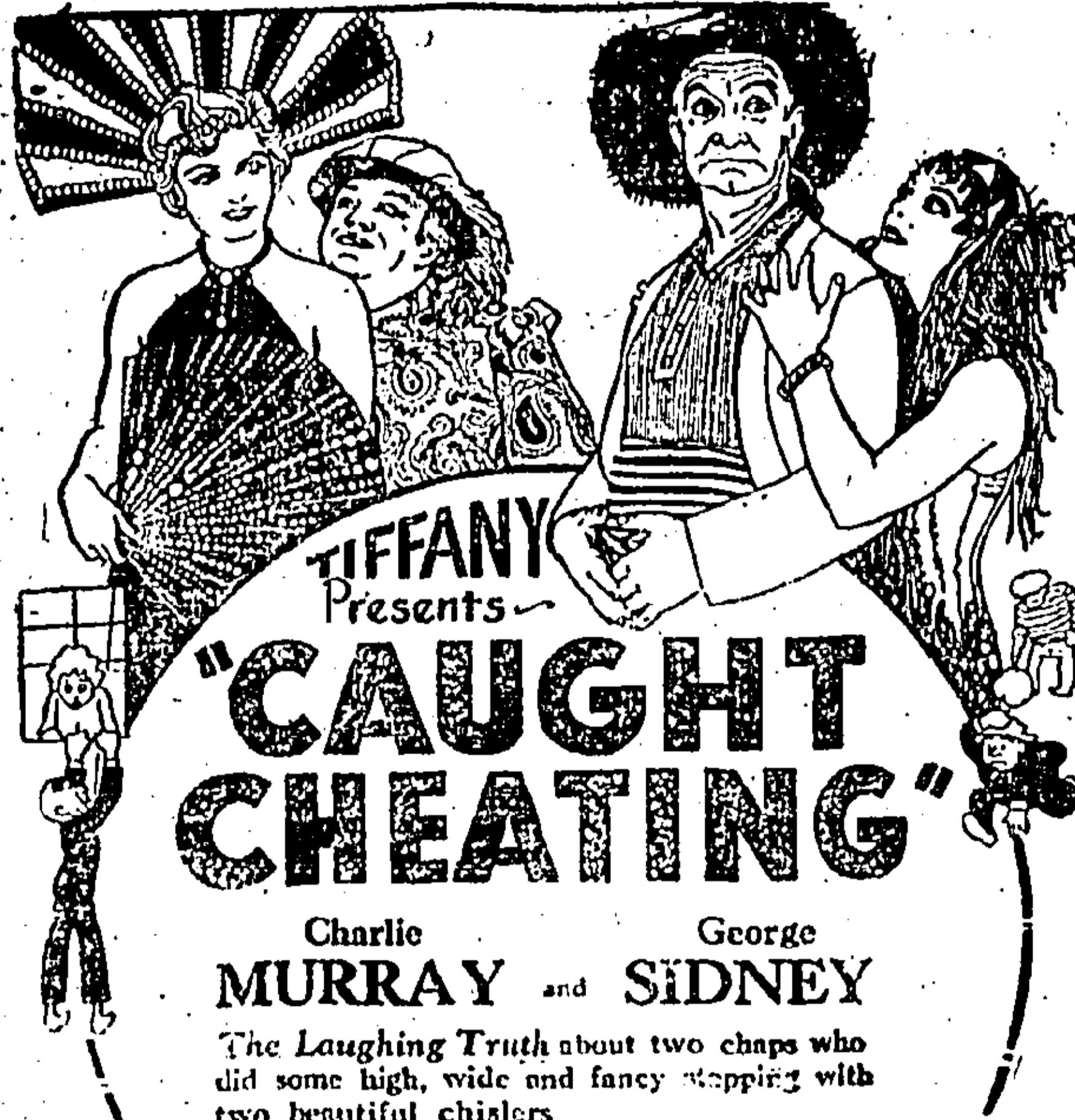
CENTRAL THEATRE

FINAL SHOWINGS TO-DAY

at 2.30; 5.15; 7.15 & 9.30.

THE YEAR'S NEWEST & GREATEST LAUGH PICTURE.

It's every type of picture rolled into one. It is farce of the broadest type. It has gripping intrigue and thrilling mystery. It is delightfully naughty and risqué. It has a bang-up gang war. And it has plenty of "IT."



Charlie George

MURRAY and SIDNEY

The Laughing Truth about two chaps who did some high, wide and fancy rappelling with two beautiful chasers.

With special added attraction for the Kiddies. Be sure to bring your children to see

THE BIG MUSICAL REVUE

Two Reels of children Acrobats, Songs, Dances, & Music all acted by children from 2 to 12 years old. First time shown in the Colony.

Please Don't Miss Your Last Chance

Also "SPANISH RHYTHMS"

By FELIX FERNANDO.

STARTING TO-MORROW

SIDNEY FOX'S LATEST SCREEN TRIUMPH.



WATCH FOR "HIGH TREASON"

Britain's Greatest Gift to the Talking Screen.

See the most Amazing scenes of Life, Love and Intrigue in 1940.

A glimpse into the future in the most thrilling picture of the year.

DUE SHORTLY AT THE

TAIPEI THEATRE.

LIPTON'S
CHOICEST PURE CEYLON TEA
From all Compradore Stores.



Agents: W. R. LOXLEY & CO.

SIR RONALD ROSS

(Continued from Page 1.)
to investigate the malaria problem.

MILLIONS OF LIVES SAVED.

By his great discovery, which included inoculation against malaria, Ross saved millions of lives, for the disease destroys more human lives every year than were lost in each year of the great war, while for every million it kills, it renders 200,000,000 sick. In 1901, Ross was elected a Fellow of the Royal Society and in 1902, he was awarded the Nobel Prize for Medicine. He was knighted (K.C.B.) in 1911, made K.C.M.G. in 1918 and held many honorary degrees and other distinctions, British and foreign.

He never received a single penny from the British Government, however, in recognition of his splendid work, though it had given Jenner £30,000 for his discovery of the efficacy of vaccination against small-pox.

STRANGE NECESSITY.

In October, 1928, therefore he sold to Lady Houston for £2,000 his historic collection of documents relating to malaria so that he might provide money for the benefit of his children. She presented the collection to the British Museum.

In May, 1929, Sir James Barr and other friends appealed to the public for a million-shillings fund to set Sir Ronald and Lady Ross free from financial anxieties in their declining years, for by that time he was 72 and was disabled by partial paralysis, his health having been broken down by strenuous work in the tropics. The result was that he had been obliged to draw on his capital, including his Nobel Prize, for family needs.

Nevertheless he continued to work every day at the Hospital for Tropical Diseases on Putney Hill, devoting his attention to the influenza scourge. The hospital and the Ross Institute of which he was director-in-chief were opened in May, 1926, by the Prince of Wales, who declared: "It is not too much to say that Sir Ronald Ross has made a third of the world habitable". The Government subscribed handsomely to the cost of the institute.

LITERARY WORKS.

Sir Ronald was a literary man as

SHOP EMPLOYEE CHARGED

MONEY AND JEWEL THEFT

A quantity of jewellery to the value of \$4,826 and a sum of money to the total value of \$6,021 were alleged to have been stolen by an employee of a shop at 1, Lyndhurst Terrace on the night of September 8-9 last.

When the alleged thief was brought before Mr. Wynne-Jones at the Central Police Court this morning, Detective Inspector John Murphy charged him with feloniously and burglariously breaking out of the premises after having committed the theft.

The officer intimated that the prosecution were able to prove burglary by breaking out. The defendant, after committing the thefts, unlocked the door. Evidence would be given to show that the property and the prisoner were in the house when it was locked up for the night, but the next morning both prisoner and the property were missing. The defendant was not seen to commit the theft nor to break out of the house.

The hearing was adjourned until Tuesday afternoon.

The Canadian Pacific announce

that they are operating a special excursion first-class on the Empress of Russia leaving Hongkong on the afternoon of September 29, arriving Manila, September 30, and leaving Manila on the afternoon of October 8, arriving back on the early morning of October 5 at the very attractive low date of \$12 per round trip. During the stay at Manila passengers may continue to occupy their rooms and have their meals on board without additional cost. This is an exceptional opportunity for anyone who wishes to visit Manila and Baguio at a very low cost.

well as a scientist. He wrote two volumes of poetry, "Psychologies" and "Philosophies", besides two novels "The Rovels of Oracra" and "The Child of Ocean". His finest poem is "In Exile" which won the praise of Maesfeld. In 1923 he published his memoirs. His chief scientific work is "The Prevention of Malaria". During the war he was a colonel in the Royal Army Medical Corps and consultant on malaria to the War Office, a post he held later in the Ministry of Pensions.—Reuter and I.B.S.

Technically the Professor says that this new species is light green in colour, while the back of the head-part or cap is purplish-brown, and the stalk is quite easily broken vertically.

Moreover, the poisonous element does not affect the stomach directly, but the nerves, and the effect is seen ten minutes after eating the fungus. The particular time of the year when the fungus is found is in the rainy season of May and June, and it grows among decayed straw and leaves. Though large quantities may be found in Tottori Prefecture, this fungus has not yet been registered in the world's book of fungi.

FUNGI OF STRANGE POWERS

Induces Happy Mood When Eaten

BUT ALSO LEADS TO DELIRIUM TREMENS

A timely discovery has been made in these days of depression of a mushroom which, when eaten in moderate quantities, induces a happy outlook on life.

It is hardly surprising that this discovery should be made in Japan, where fungi of many varieties form a daily article of food both in and out of season.

This latest discovery has been made by Professor Matsuura, of the Tottori Higher Agricultural School, who for many years has studied Japanese fungi and who has named it "Waratake Modoki" because of its resemblance to "Waratake" or Laughing Fungus, which is another species of poisonous fungus.

Professor Matsuura says that when a small quantity of the mushroom is eaten the consumer first becomes "merry", as if he had been drinking rather liberally.

After this state, as with overdrinking of alcohol, the learned professor says that the consumer suffers agony, while, should he still persist in eating the delicious mushroom, he enters that state which the Professor calls "panic-stricken" and which appears to resemble very closely the *delirium tremens* produced by the other variety of overindulgence.

Technically the Professor says that this new species is light green in colour, while the back of the head-part or cap is purplish-brown, and the stalk is quite easily broken vertically.

Moreover, the poisonous element does not affect the stomach directly, but the nerves, and the effect is seen ten minutes after eating the fungus. The particular time of the year when the fungus is found is in the rainy season of May and June, and it grows among decayed straw and leaves. Though large quantities may be found in Tottori Prefecture, this fungus has not yet been registered in the world's book of fungi.

QUEEN'S THEATRE

Final Showings To-day at 2.30; 5.10, 7.15 & 9.20

It rings true.... because it IS true!

From the true life-story by Mark Hellinger and Charles Beahan

with Phillips HOLMES Walter HUSTON Anita PAGE Lewis STONE Jean HERSHOLT JOHN MILIAN TULLY MARSHALL

A Metro-Goldwyn-Mayer Picture

ALSO IN THE PROGRAMME

SPARTS SPECIAL

"FLYING SPIKES"

THREE FINAL

of the M.G.M.-FBI

Voice-Guessing Contest

TO-MORROW

Robert MONTGOMERY

in "But the Flesh is Weak"

He could have married for money—but then a pair of blue eyes flashed by! A gay, youthful, delicious comedy romance with Montgomery at his best!



AT THE STAR

TO-DAY ONLY
at 2.30, 5.20, 7.20 & 9.20

Metro-Goldwyn-Mayer's Comedy

"Get Rich Quick Wallingford"

with WILLIAM HAINES—LEILA HYAMS

MAJESTIC

TO-DAY ONLY

At 2.30, 5.20, 7.20 & 9.20 P.M.

What is the Lure of Dracula?

Where does he Come From at Night?

Where does he go at Day-light?

Who is this Strange, Awful Man, Dead 500 Years, and Yet Alive?

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CHRISTCHURCH, HANTS.

Delightful old Georgian Mansion—Large Sun Lounge. Beautiful Reception Rooms. Central Heating. Hot & Cold running water in bedrooms. First class cuisine. Boating, bathing, fishing, tennis & golf. Moderate Terms.

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ADDED ATTRACTION "DOWN TO DAMASCUS"

Award of Merit by Film Bureau Presented to Fox Film Corporation for the Magic Carpet of Movietone.

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"CAUGHT"

A Paramount Picture

with

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FRANCIS DENE